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**MARTIN'S APIOL & STEEL PILLS****GERMAN FIRMS IN CHINA.****Herr Stinnes' Proposed Scheme.**

Peking, April 11: Everyone anticipated that so soon as peace was declared between China and Germany and commercial relations were resumed the latter would make a strong bid to regain the commercial and business position she held previous to the Great War. No one, however, was prepared for the energetic manner in which the task has been tackled or the success that it has met. It was considered that the closure of German banks, the loss of extraterritoriality, German imports having to pay a heavier duty than those of allied nationals, the lack of shipping, the heavy export duty imposed on German exporters, the limited banking facilities and numerous other drawbacks, would prevent the Germans from becoming serious competitors for a considerable period. But such is not proving the case. The Germans are already making themselves felt as strong competitors in the China market, and they have already secured a number of important contracts.

**Spying Out the Land.**

The majority of American and British commercial houses overlooked the fact that, from the outbreak of the Great War until the Germans were interned or sent to Germany when China entered the war, the members of the German firms, who found it impossible to do any business, set themselves to work to prepare for post-war activities. During the interregnum of the opening of the Great War and China's entry into it, the German Government paid all Germans, regardless of sex, so much per month so that it was not necessary from them to appeal to the Chinese for financial assistance.

While the women stayed at home, the men went out into the interior. They made a thorough investigation of the requirements of the Chinese in the various provinces, and, as most of them spoke Chinese fluently, they gained considerable first-hand information, even going so far as to book orders to be delivered so many months after the war had finished. It is doubtful to-day if there is any other nationality so well-informed as to Chinese requirements, methods of transit and Chinese business in general as are the Germans. It was not until the war had been in progress for some years that the American Government decided that it was necessary for trade conditions in China to be closely studied, and even then the majority of the men sent out had no knowledge of the country or its language. It is true that the Consuls at the various treaty ports sent in excellent reports of the business conditions in the districts in which they were situated, but they were nothing to be compared to the statistics and data the Germans secured.

**Some of the Contracts.**

The fact that they are at the moment in a position to give quick shipments has already secured them a considerable amount of business. In Shanghai, one of Germany's largest electrical concerns has made through a Chinese concern, secured the building of this important tramway system. In Mukden, Manchuria, they have, through a Danish firm, Messrs. Nielsen and Co., secured a contract from Marshal Chang Tso-lin, for the building of a large arsenal, which will be able to turn out artillery. At the same time they secured a large order for textile and other machinery amounting to a considerable amount of money. When these contracts were secured the business firms of other nationalities in China were greatly surprised, and they were also greatly surprised when they saw by the Customs returns that every month the German imports were growing in volume.

It is foolish to undervalue the importance of German competition in this being done. Germany's best business men are being sent out here, and these, in conjunction with the German business men who have worked many years in China and know the conditions, are a commercial and business force to be reckoned with.

**Herr Stinnes' Plans.**

I am told that Germany's great organizer, Herr Stinnes, has his agents in every important port and city in China and Siberia, and that when the reports have been sent to the headquarters in Germany it is the intention of a gigantic combine of manufacturers and exporters to concentrate their efforts on securing a firm hold on the China market. It must here be pointed out that it is necessary for American and British manufacturers and exporters to take this competition seriously. The cheapness of German labour in comparison with that in other European countries and America, the determined effort the German people are making again to place their country on a sound economic and industrial basis and the large stocks of manufactured goods of certain descriptions which they have already on hand awaiting the purchaser, are all factors tending toward success. Their knowledge of the country and language, their painstaking care and attention to detail, and their willingness to work long hours even under the climatic conditions prevailing here, are also in their favour.

**Favourable Conditions.**

Although China entered the war on the side of the Allies the majority of the officials and merchants are pro-German and are in sympathy with the German efforts to resume their old business relations. In the past the Germans were lenient with the Chinese, and they also gave them longer credits than did the business houses of other nationalities. The German is also more polite and attentive to them; he will go out of his way to entertain them and treat them as Chinese gentlemen, a thing that is very much appreciated by the Chinese.

Another thing in favour of the German is the fact that he has made so close a study of Chinese characteristics, superstitions and customs that he never makes the mistake of putting labels or trade marks on articles that are likely to offend them, and, furthermore, if a Chinese merchant expresses the wish that an article be wrapped in this or that coloured paper or put in a certain kind of box, he will see that his instructions are carried out to the minutest detail. Such little things are often overlooked by other exporters, for they consider what is good and sufficient for their own nationals should be good enough for the Chinese. Such, however, is not the case. The Chinese buyer knows what he wants, and unless he can get it from one firm he will go to another that will give it to him.

**Business Can Be Done.**

It must be remembered that while the Government is in financial difficulties, the merchants and traders are not. Much of the business done with the Government is in railway supplies and other similar contracts but the real business of China is with the people through Chinese merchants and traders. Business of this nature can always be covered by bank guarantees or bargain money. There is plenty of money in the country even though it is not in the hands of the Government. It is held by Chinese merchants and business communities. Most of the nations are striving to obtain supremacy commercially, and foremost among them is Germany. Those foreign firms which refuse to accept German competition seriously, I believe, are committing an error they will regret later. For German competition is once more a fact in this part of the world and in respect to the German it will be admitted, I think, that they are usually quite thorough in what they do.—*Shanghai Times*


**GENERAL NEWS.**

**JUDGE CLUER'S "DRAB COURT."**  
"It is ornamental. It is a little colour in this drab court," said Judge Cluer at Shoreditch County Court when counsel apologised for a highly-coloured plan which he had submitted.

**VOLUNTEERS NEEDED AT HANKOW.**

Speaking at the annual smoking concert of the Hankow Volunteer Corps, Mr. H. Goffe, C.M.G., H. M. Consul-General, drew attention to the need, greater now than ever before on account of the economies made by putting river gunboats in reserve and the doubtful conditions of the future, of maintaining the full strength of the Volunteers. He expressed the hope that every able-bodied British subject in the port would come forward and join the Corps.

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**EARLIER TELEGRAMS.****THE IRISH IMBROGLIO.**

London, April 27.

The latest development in the complex situation in Ireland has threatened to rupture the working relations between the Northern and Southern Governments. The latter has refused to co-operate with Ulster on the Railway Commission, which is about to meet to settle labour troubles, declaring that the situation in Belfast and Sir James Craig's refusal to release certain prisoners is tantamount to a breach of the agreement signed in London a month ago. The Free State Commission will, therefore, act alone. Sir James Craig replying, contends that he has striven to fulfil the agreement with Mr. Michael Collins, but points out the continuation of raids across the Ulster border and the boycott of Ulster goods. Mr. Griffith, addressing the reassembled Dail Eireann, said that whatever measures were necessary would be taken to secure the electorate of Ireland, so that they could freely vote on the Treaty. The Minister of Defence denounced the mutineers and said that 331 post offices had been raided. Many prominent firms were temporarily closing their offices. A remarkable manifesto has been unanimously issued by the Catholic bishops assembled at Maynooth which vigorously denounces the mutineers and says they are making a shameful war on their own country. They are parasites instead of patriots and the whole system of military despotism is detestable and unbearable to the people who regard it with horror and disgust.

**THE JAPANESE EARTHQUAKE.**

Tokyo, April 27.

The earthquake was first felt at 10 o'clock in the morning and lasted for 15 minutes. It damaged buildings in the city and vicinity, including the American Embassy, where many exhibits for the Peace Exhibition were broken. Seismographs at the Observatory were damaged and telegraphs and telephones interrupted. Three persons were killed and 100 injured, no Europeans. There was also damage at Yokohama, where the Chinese quarter was destroyed and the waterworks damaged. The Prince of Wales, motoring from Hakone to Kyoto, felt no shock.

**THE PRINCE AT KYOTO.**

Kyoto, April 27.

The Prince of Wales arrived at Kyoto at 9.30 this morning. The city was gorgeously decorated and crowded with enthusiastic sightseers. He was met by the Mayor and civic authorities and drove amid a hurricane of banzais to the Omiya Palace. In the afternoon he visited the Imperial Mausoleum at Momoyama. Before leaving Miyako-shita he sent the Regent a telegram of sympathy for the sufferers of the earthquake.

**GAOL BREAKING IN INDIA.**

Calcutta, April 27.

A serious mutiny broke at the Presidency Gaol and a number of prisoners set fire to the buildings in an attempted outbreak. The warders used firearms and killed three. The Gaol did not contain any political prisoners.

**THE MALAGA FIRE.**

Malaga (Spain), April 27.

The death roll of the fire at the Government quarters is now between 50 and 60. The Government building is still burning, but it is hoped that the flames will be mastered before they reach the Civil Governor's apartments. Up to the present, 22 bodies have been recovered, but it is feared that there are others among the wreckage. A number of deaths resulted through jumping from windows.

**THE BANQUE INDUSTRIELLE.**

Paris, April 27.

It is understood that the Directors of the Banque Industrielle have decided to call up the third and fourth instalments of shares, namely 250 francs per share, from 15th June to 15th July.

**TEXAS FLOODS DEATH-ROLL.**

Dallas (Texas), April 27.

Forty-seven people are dead or missing in yesterday's floods.

**SEAPLANE PASSENGERS SAFE.**

Miami (Florida), April 27.

The missing seaplane, mentioned yesterday, has been found at Wilson Island. The passengers are safe.

**BENGUET****CONSOLIDATED MINING COMPANY.****Philippine Islands.**

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## SHANGHAI LIFE CASE.

## Interesting Evidence.

Interesting evidence in connexion with the action against the Shanghai Life Insurance Co. was given by Mr. R. H. Parker when the hearing was continued at H. M. Supreme Court, Shanghai, before his Honour Judge Grain. The plaintiff is the widow of King Chun-kee, one of the founders of the company, who claims under an agreement, 24 per cent. on the premium income of the company over a period of 10 years from the date of its formation, a second Chinese, also deceased, and Mr. Parker, being the other two parties to the agreement. The defence is that the agreement was cancelled by mutual consent.

Mr. MacDonald (cross-examining):—You are a wealthy man?—I would not say so.

What are you worth?—I would not say so.

What are you worth?—I would not say so.

When you first came to Shanghai, in 1894, what were you doing?—I did export business.

What were you making then?—Probably Tls. 12,000 or Tls. 13,000 a year.

What were you doing when you returned to Shanghai?—I started the Shanghai Life.

What was your financial position then?—I don't remember.

Do you swear you did not borrow Tls. 500 from Mr. King when you came back?—I do not remember.

When the Shanghai Life was started, was interest paid on the shares?—I believe we paid one year.

Why was the payment of interest discontinued?—I don't remember.

But you were the manager of the company?—Yes.

And yet you don't remember any payment of interest was stopped?—I should have to look at the books of the company.

Did not the Chinese complain about it and become dissatisfied?—No, not that I know of.

Oh, then they liked the suspension of interest?—They did not complain.

When did you first start buying the shares of the company?—I can not remember.

You cannot remember anything?—Some.

Was it not just after payment of interest was stopped that you began buying up the shares?—No.

You swear?—I don't remember.

What was the extent of your holding when the company was taken over by the China Mutual two years ago?—I refuse to answer.

I put it to you, you were practically the Shanghai Life?—Absolutely not.

You bought every share you could from the Chinese?—No.

And you became by far the largest shareholder in the company?—You can tell from the books of the company.

Do you deny it?—The books of the company will show you.

You decline to answer?—I do.

Mr. MacDonald appealed to his Lordship: I submit the witness should be compelled to answer the question.

His Lordship:—I do not think he is assisting his own case. It is a fair question.

Counsel:—I suggest that, after having paid interest on shares for one year, you formed the scheme of not paying interest so that the Chinese would become discontented and you would be able to get hold of the shares and control of the company and then sell it! That was the way you made your fortune?—That is absolute rot.

You deny that on your oath?—Absolutely.

The case was further adjourned.

## IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes; for they fit so comfortably and secure that you forget you have them on—the most important improvements in eye-glasses in the past twenty-five years. Pince-nez Eye-glasses of any prescription in either regular or Toric form are manufactured by The Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.

## CHIFFON IS POPULAR



## BY MARIAN HALE

The chiffon, in this gown, is not hemmed. Much of the chiffon which is used for the newer sashes and frocks is simply cut and allowed to fray. The effect is quite pleasing. At the waist line one finds

the inevitable velvet roses, great soft things scented with rose sachet hidden in clever little cases at the back of the flower. It is becoming more and more a fad to scent the gown with the perfume or sachet of the flowers which are used on it.

## QUESTIONS

## IN PARLIAMENT.

Commander Kenworthy, in the House of Commons last month, asked the President of the Board of Trade, with reference to the prices now being charged for beer to the public, whether his Department had any proposal for protecting the public if the charges of profiteering against the brewers are substantiated.

Mr. Baldwin replied that he would have inquiries made.

THE ANTI-DUMPING MEASURES. Mr. Baldwin informed Mr. George Terrell that part two of the Safeguarding of Industries Act, which deals with collapsed exchanges and dumping, had been brought into operation, but no orders had yet been made.

Mr. MacCallum Scott asked the President of the Board of Trade if he would institute an inquiry as to whether the high retail prices of tobacco and the large profits earned by the combine which dominates the tobacco trade had been maintained by means which operate in the restraint of trade.

Mr. Baldwin said a Sub-committee was appointed by the Standing Committee on the trusts under the Profiteering Acts to inquire into the existence of trade combination in the tobacco industry, and they presented their report in 1919. Under these circumstances he did not think a new inquiry would serve any useful purpose.

Mr. MacCallum Scott complained that while costs had come down, prices had gone up.

THE IRISH PEERAGE. Mr. Churchill, replying to Major Kelley, said that the position of the Irish Peerage could only be altered by legislation, which would be introduced after the final establishment of the Irish Free State. It was not possible at this stage to indicate the nature of the changes which would be necessary.

HOUSE OF LORDS REFORM. Mr. Chamberlain, replying to Mr. Gideon Murray, said it would be premature to indicate the scheme for the reform of the House of Lords, but to place the position of the Lord Chancellor on an analogous basis to that of the Speaker of the Commons as suggested would entail a heavier charge, as the reduction of ex-Lord Chancellors, who now performed judicial functions, would mean a corresponding increase in the number of salaried Judges.

CONCEALED GUNS IN GERMANY. Sir Robert Sanders, in reply to Sir Wm. Davis, said that before the ratification of the Peace Treaty, Germany was not under an obligation to cease manufacturing war materials. Representations had been made to the

German Government as to the concealment of howitzers of large calibre. As a result of these representations the managing director of the ordnance works concerned was to be prosecuted.

PRODUCTION CENSUS POSTPONED. Mr. Baldwin informed Mr. G. Locker Lampson that the census of production proposed to be taken next year, would be postponed as recommended by the Geddes Committee.

DISARMMENT OF BRITISH REGIMENTS. Sir Robert Sanders informed Colonel Clapton that the number of recruits obtained for the British Army during the current financial year up to approximately the end of last month was 41,773.

Viscount Wolmer asked whether the Secretary for War would give an undertaking that none of the regiments proposed to be disbanded should be disbanded until present disorder in India, Egypt, and Ireland had ceased, and a final settlement of Irish question has been actually arrived at.

Sir Robert Sanders:—No, sir, I am not in a position to give my noble friend the undertaking desired.

Viscount Wolmer:—Is it not extremely rash to disband a great number of regiments of the British Army when the whole of the Empire is seething with disorder? No reply was given.

COMMUNIST MONEY FROM RUSSIA? Mr. Grattan Doyle asked if the attention of the Home Secretary had been directed to a statement by Mr. J. H. Thomas that he was prepared to prove that the Communist movement was receiving financial help for propagandist purposes from the Russian Soviet.

Mr. Short said he had not seen the statement referred to. He had always been prepared to assist in any action necessary to prevent incitement to violence and contravention of the law, but he had no power to stop propaganda of opinion, however false or harmful, even when that propaganda was receiving pay from foreign sources.

POSTAL CHARGES. The Postmaster-General, replying to a number of questions which called attention to the practice of British firms in postal charges in Berlin and elsewhere on the Continent, said that the cost of the postage was not the only or principal factor, as the cost of postage in Germany was 15 to 24 times more than pre-war charges. The practice arose through depreciated foreign currencies. The reduction of postal charges in this country was now under consideration (ironical cheers).

MR. DEVLIN'S COMPLAINT. Mr. Devlin asked why questions which he desired to ask as

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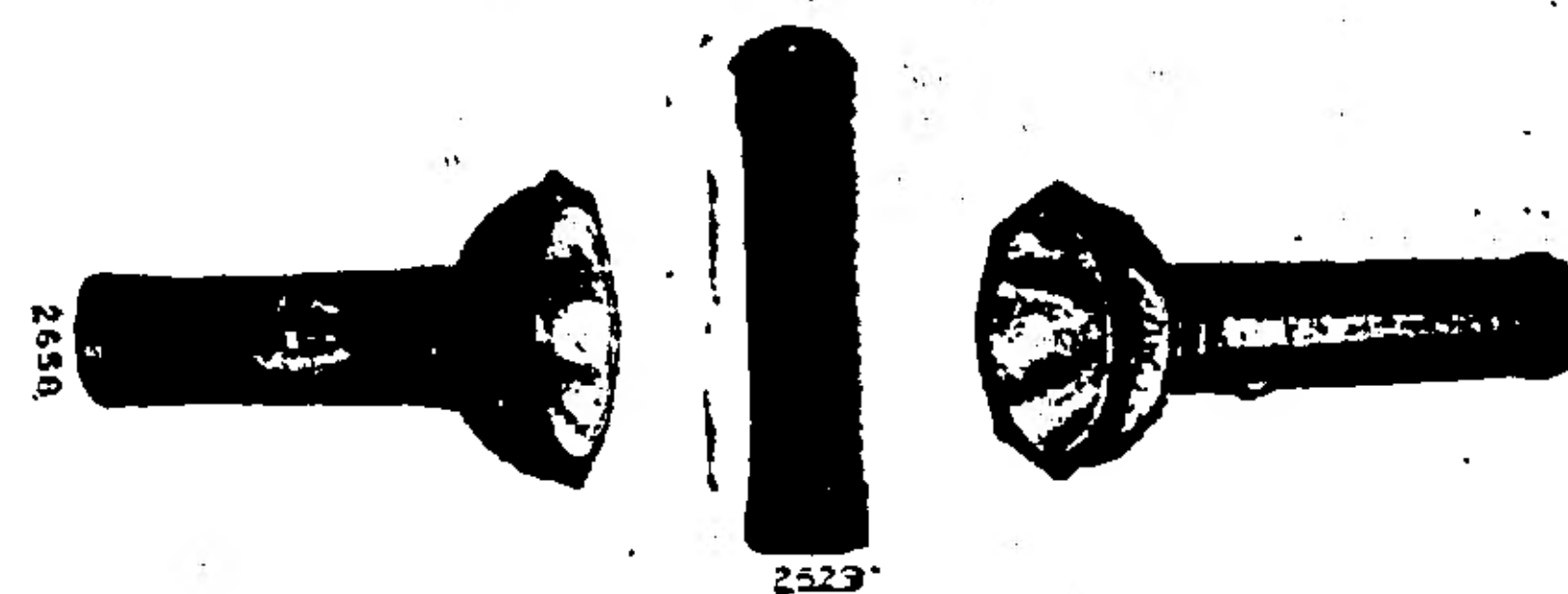
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to occurrences in Belfast were not allowed to be put on the paper while questions relating to Southern Ireland appeared daily.

The Speaker replied that the House by statute had transferred responsibility for law and order in Northern Ireland to the Northern Parliament, and questions of this nature must therefore be asked in that Parliament. Until the Irish Free Agreement Bill became law this Parliament was still technically responsible for law and order in Southern Ireland.

THE PACT WITH FRANCE. Mr. Harmsworth, answering Sir Robert Newman, said so far as the British Government were aware the numerical strength of the Russian Standing Army on the 1st January last was about 1,200,000.

Colonel Wedgwood asked the Prime Minister, in view of allegations that he is prepared to pledge this country to defend the French frontier from Germany, whether he would ensure to the House an opportunity to discuss this question before any definite agreement is signed.

Mr. Lloyd George said he had already informed the House that Parliament would have an opportunity of discussing the terms of the Anglo-French Pact before any obligations were incurred thereunder.

WAR LOAN CONVERSION. Sir R. Horne, in answer to Mr. W. Thorne regarding the War Loan, said the question of converting some of the floating debt into a long-dated debt on suitable terms was receiving his earnest attention, and no suitable opportunity would be neglected.

THE KAISER'S TRIAL. Mr. Grattan Doyle asked the Prime Minister whether he had abandoned all hope or intention of carrying out his oft-repeated intention of bringing the Kaiser to trial, and what was the date when the Allies last made a representation to the Dutch Government?

The Attorney-General, who replied, said he had nothing to add to his previous reply, except to say that the date asked for was March 29, 1920.

Mr. Grattan Doyle:—In view of the importance of this question at the last election, when the Government pledged themselves to the apprehension and trial of this arch-criminal, will the right hon. gentleman see that some decision of the Washington Conference is done before the next General Election? (ironical Opposition cheers and laughter).

position (cheers and laughter). Sir Gordon Hewart:—I hope so. (Laughter.)

THE ARMY IN INDIA. Sir R. Horne, in answer to a private notice question, stated that there had been no change of mind on the part of the Government of India, but it had been impossible, under existing circumstances, to reduce the Army in India by 7,000, as anticipated by the War Office.

ONE EFFECT OF THE WASHINGTON CONFERENCE. Sir R. Horne, in answer to a private notice question as to the saving in the Estimates for the forthcoming financial year, that would be effected in consequence of the decisions of the Washington Conference, said that approximately

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Your little one gets hot at play, then sits down and takes a chill; or kicks off the bed-covering at night and is attacked by colic; parents do not need to be told how tragic may be the consequences.

It is because they are just the right remedy at such fateful times, gentle in action yet prompt in effect, that Baby's Own Tablets should always be kept ready in the home. Innumerable little lives have already been saved by their immediate use.

Guaranteed absolutely harmless to even the youngest infant, Baby's Own Tablets contain not an atom of "sleepy stuff" or other injurious drug, and are easily administered, being reducible to a powder in a moment and pleasant in taste. They dispel colic and constipation, reduce fever, check diarrhoea, allay teething pains, cure indigestion, expel worms, quiet the nerves and bring health-giving sleep in a natural way.

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## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 20th. April, 1922, commencing at 11 a.m.

at No. 5 Humphreys Buildings, Kowloon

A Quantity of Valuable Household Furniture

(Full particulars from catalogue)

Also

One Cottage Piano by "Moutrie"

in fine condition

On view from Friday the 28th. instant.

Terms.—Cash on delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 3rd. May, 1922 commencing at 11 a.m.

on the waste ground near Blackheads Point, Kowloon

(For account of the concerned)

153 Bales Gunnies

30 Bales Gunnies (loose)

2552 Bundles Hessians

71 Bales Cotton Yarn

279 Bales Cotton

Also

A Quantity of Beans, Flour, Turmeric, Chili, etc., etc.

All more or less damaged except "Japan"

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

Messrs. Lammert Bros. are instructed to sell

The Steamship "KAM MA"

Now lying off Sham Shui Po under an

Order of the Court

by

PUBLIC AUCTION.

on

TUESDAY

The 2nd. day of May 1922 at 3 o'clock p.m.

In One Lot

at their Sales Rooms, Duddell Street

The ship is a wooden ship of approximately 1800 tons capacity with accommodation for about 300 Chinese Passengers.

Length 252 ft. or thereabouts. Beam, 25 ft. or thereabouts.

For permits to view apply to Messrs. Lammert Bros. The Auctioneers.

For further particulars apply to Messrs. JOHNSON, STOKES and MASTER,

Prince's Buildings, or to,

Messrs. LAMMERT BROS. the Auctioneers,

Duddell Street.

## NOTICE.

Owing to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements, namely:—

Government Notifications. Municipal Notifications. Official Notifications. Legal Notices. Company Notifications. Association, Club and Society Notices.

This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

## LESSONS IN CHINESE.

M. LI HON FAN, a Chinese graduate of the University of London, has been a teacher of Chinese for many years. He has a good knowledge of the Chinese language and is qualified to give lessons in Chinese to Europeans and Americans. He has also a good knowledge of English and can give lessons in English to Chinese students. He is now giving lessons in Chinese to a small number of students in his home at No. 12, Queen's Road, Central, second floor.

## NOTICE.

The opening day of the KOWLOON BOWLING GREEN CLUB will take place on SATURDAY AFTERNOON, 29th April, at 3.30 p.m. Members and friends are cordially invited.

## ST. STEPHEN'S COLLEGE.

The Annual Prize Day will be held on Friday, April 28th, at 8 p.m.

H. E. The Governor has kindly consented to distribute the Prizes.

Old Boys and Friends of the College, as well as all Parents and Guardians, are invited to attend.

N. B.—The Annual Meeting of the S. S. C. Association will be held the same evening at 7 p.m.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

## SILIMPOPO COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

## BRADLEY &amp; CO. LTD.

Agents.

## THE COWIE HARBOUR COAL CO. LTD.

SANDAKAN LIGHT & POWER CO. (1922) LIMITED.

NOTICE is hereby given that the above-named Company which it is intended to incorporate forthwith is issuing a prospectus dated the 18th. day of April, 1922, a copy of which has been filed with the Registrar of Companies, inviting subscriptions at par for 40,000 Shares of \$10 each payable as to \$1 per Share on application, \$2 per Share on allotment, \$2 per Share on the 30th. June, 1922, and \$5 per Share on subsequent demand.

The subscription list is now open and will be closed on the 29th. April 1922.

Copies of the prospectus can be inspected and forms of application can be obtained at the Office of the Company's General Managers, Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Victoria, Hongkong.

This Notice is not to be regarded as an invitation to the public to subscribe for Shares, and application will only be received on the footing of the full prospectus and in the form issued therewith.

Dated 20th. April, 1922.

SHEWAN, TOMES & CO.

General Managers.

St. George's Building, Hongkong.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Forty-ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, Nos. 3 & 4, Queen's Buildings, Hongkong, on Friday, 12th May, 1922, at noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st. December, 1921, and of declaring Dividends, etc. The TRANSFER BOOK of the Society will be CLOSED from April 26th. to May 12th, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 21st. April, 1922.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

The Extraordinary General Meetings called to alter the Articles of Association of the Society for the 12th day of May, 1922, and the 9th. day of June, 1922, are postponed to a later date, notices of which will be given in due course. Dated this 28th day of April, 1922.

By Order of the Directors,

C. MONTAGUE EDE,

General Manager.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-third Ordinary Yearly Meeting of the Company will be held at its Head Office, Queen's Buildings, Hongkong, on Friday, 12th May, 1922, at 12.30 p.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st. December, 1921, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April 26th. to May 12th, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 21st. April, 1922.

## THE CHINA FIRE INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

The Extraordinary General Meetings called to alter the Articles of Association of the Company for the 12th day of May, 1922, and the 9th day of June 1922 are postponed to a later date, notice of which will be given in due course.

Dated this 28th day of April 1922.

By Order of the Directors,

C. MONTAGUE EDE,

General Manager.

## BRITISH TRADERS' INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 & 4, Queen's Buildings, Hongkong, on Friday, 12th May, 1922, at 12.30 p.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st. December, 1921, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from April, 26th to May 12th, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 21st April, 1922.

## BRITISH TRADERS' INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

The Extraordinary General Meetings called to alter the Articles of Association of the Company for the 12th day of May, 1922, and the 9th day of June, 1922, are postponed to a later date, notice of which will be given in due course. Dated this 28th day of April, 1922.

By Order of the Directors,

C. MONTAGUE EDE,

General Manager.



This style is one of the many "KELTIC" lines we stock and is made of strong brown willow calf in half sizes and all fittings.

Wm. POWELL, LTD.

SOLE AGENTS

(Keltic Shoe Co.)

10, ICE HOUSE STREET.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

From SAN FRANCISCO via HONOLULU, JAPAN PORTS SHANGHAI & MANILA.

S.S. "TENYO MARU"

The above named Steamer having arrived on Friday, 28th. April, 1922, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Friday, 3th. April, 1922.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, 5th. April, 1922 at 10 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 28th. April, 1922.

## NOTICE TO CONSIGNEES.

## The Steamship "SCHLESSEN"

having arrived from Bremen via ports, on April 28th. consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. & stored at consignees' risk. All broken, chafed and damaged cargo is to be left in the Godowns until Monday, May 1st. at 2.30 p.m. when they will be examined by Messrs. Carmichael and Clarke.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns. All goods remaining after Friday May 5th. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature.

NORDDEUTSCHER LLOYD

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 28th. April, 1922

## MADAM

## A.

## MEYERINCH

Begs to announce that she has just received direct from Paris a few of the latest models of Afternoon and Dinner Gowns which are on display at Empress Lodge, Kowloon, Room 11. Hours 10 a.m. to 12.00 and 2 to 5 p.m.

## HONGKONG HOTEL ANNOUNCEMENTS.

## TEA DANSANT

## T-O-DAY

5 p.m. to 7 p.m.

## WILL HENDER

and the

JAZZ ORCHESTRA.

## DINNER DANSANT

## T-O-NIGHT &amp; SATURDAY

Dancing 8 p.m.—11 p.m.

## REPULSE BAY HOTEL

SATURDAY, April 29th

## BAL MASQUE

FANCY OR EVENING DRESS

DINNER DANSANT

## WILL HENDER

and the

AUGMENTED JAZZ ORCHESTRA.

Dancing 8 p.m. to midnight.

(Early booking is advised.)

SUNDAY, April 30th

## ORCHESTRAL CONCERT

by the

COMBINED BAND

DURING Tiffin and TEA.

THE CHARMING MAY McAVOY

THE HEROIC BRUCE GORDON

WHAT LAW OF MANKIND IS THERE THAT WILL CAUSE A GIRL TO KILL HER SWEETHEART?

YOU WILL FIND THE ANSWER IN THE

## "FORBIDDEN VALLEY"

by Randolph C. Lewis

A Throbbing Drama of the Great Outdoors, blending Pathos, Suspense and Action. It tells of a Kentucky Girl brought up in the belief that Family Honor comes first, and discloses her Sensational Action when she mistakes the One She Loves for the Enemy of Her Family.

DON'T MISS THIS EXCEPTIONAL

ATTRACTION.

IF WILL PLEASE AND ENTERTAIN YOU.

NOW—WORLD THEATRE—NOW

## NESTLE'S PURE THICK CREAM

IS

## REAL CREAM.

CAN NOW BE HAD IN SMALL TINS

CONTAINING 4 OUNCES

PRICE 35 CENTS PER TIN.

OTHER SIZES 11½ ozs. 80 cents per tin.

5½ ozs. 45 "

Sold by:—

Lane, Crawford, Ltd., and other Stores.





# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)  
LAOMEDON 9th May London, Amsterdam & Antwerp  
AQAMEMNON 16th May London, Antwerp & Hamburg  
LYCAON 25th May London, Amsterdam & Antwerp  
KT. of the GARTER 31st May London & Hamburg.

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
ORESTES 2nd May Havre & Liverpool  
TYDEUS 20th May Genoa, Marseilles, Liverpool & G'gow  
EURYDAMAS 2nd June Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)  
PROTESILAUS 2nd May Victoria, Seattle & Vancouver  
IXION 30th May

## NEW YORK SERVICE

(via Suez or Panama)  
BELLEROPHON 13th May via Suez  
EURYADES 20th May via Suez

## PASSENGER SERVICE

PYRRHUS 23rd June for Shanghai  
PYRRHUS 18th July for Singapore & London  
MENTOR 22nd Aug. for Singapore & London  
For Freight and Passage Rates and all Information Apply to—

## BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)  
AGENTS.

# SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:—

For Steamers To Sail.  
SAIGON 13th May Thong Samud 3rd May at night.  
For further particulars apply to—

Messrs. BUTTERFIELD & SWIRE,  
Agents. Tel. 36

(JOHN SWIRE & SONS, LTD.)

# THE EAST ASIATIC CO., LTD.

COPENHAGEN.

## The M. S. "MALAYA"

will be loading for Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian Ports, about 7th. June.

Further Sailings:—

Expected on or about.	Will leave for above ports on or about.
S. S. "TRANSVAAL" 20th May	27th June
M. S. "JAVA" 16th June	18th July
M. S. "PERU" 23rd June	1st August
M. S. "AFRIKA" 24th July	1st September

Subject to change without notice.

For further particulars please apply to—  
MANNERS & BACKHOUSE, LTD.  
Agents.

Hongkong, 28th. April, 1922.

# KERR STEAMSHIP CO., INC.

Service to New York, via Panama Canal.

FOR MANILA AND NEW YORK.

The Steamship

## "BLOSSOM HEATH"

sailing on or about Tuesday, 2nd May.

For Freight and further particulars, apply to  
SHEWAN TOMES & CO.,  
Agents.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From TACOMA via VANCOUVER, YOKOHAMA, KOBE AND SHANGHAI.

The Company's Steamship "MANILA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd. May, 1922, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representatives and the Company's Surveyors.

Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSHEN KAISHA, Y. YASUDA, Manager.

Hongkong, 26th. April, 1922.

Agents.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship "YOSHIO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, Tuesday.

Goods not cleared by the 3rd. May, 1922, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 26th. April, 1922.

Agents.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS LTD.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

The Steamship "PERSIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 26th. inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd. prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 12th. prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd. prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR" and S.S. "BENRECH."

Consignees of cargo from Antwerp, Middlesbrough, London and Straits per above steamers are hereby notified that the cargo overcarried to Shanghai owing to the Shipping Strike at Hongkong has been returned to this Port per s.s. "BENALDER," and delivery can be obtained on presentation of original Bills of Lading to the Undersigned.

Consignees are advised that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and that no Fire Insurance has been effected.

No claims will be admitted after the Goods have left the Godowns, and all cargo remaining undelivered after 2nd. May, will be subject to rent.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 a.m. on 1st. May, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 1st. May, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO., United States Shipping Board Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE, 5th Floor, Union Building, Hongkong, 24th. April, 1922.

NO ASSISTED MIGRATION FROM SOUTH IRELAND.

No steps are being taken by the Government to provide for migration of loyalists from the South of Ireland to other parts of the Empire, according to Mr. Churchill.

THE BANK LINE LTD. Agents.

NOTICE TO CONSIGNEES.

From MELBOURNE & FREEMANTLE

The Steamship:— "RIALTO"

Consignees of cargo are hereby informed that this steamer has arrived and is now ready to discharge. Consignees are requested to take delivery from alongside in accordance with the terms of Bills of Lading.

Cargo impeding discharge will be landed into godown at Consignees risks and expense. All Claims against the steamer must be presented to the Under-signed on or before the 9th. May, or they will not be recognized. Bills of Lading will be countersigned by

THE BANK LINE LTD. Agents.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

The M. V. "GLENGARRY"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd. May, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 2nd. May, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 25th. April, 1922.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE

The Steamship "KEYSTONE STATE"

having arrived from Seattle via ports, on 23rd. inst., consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon. Shan Godown Co., Nos. 15 & 17, Kennedy Town Praya, Hongkong, and stored at consignees risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 9 a.m. on 1st. May, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 1st. May, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO., United States Shipping Board Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE, 5th Floor, Union Building, Hongkong, 24th. April, 1922.

NO ASSISTED MIGRATION FROM SOUTH IRELAND.

No steps are being taken by the Government to provide for migration of loyalists from the South of Ireland to other parts of the Empire, according to Mr. Churchill.

THE BANK LINE LTD. Agents.

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

The Steamship "KARROO"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 4th. May, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 11th. May, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE, LTD. General Agents.

WORLD WIDE SPORT.

The gate at the Ireland v. Scotland Junior International at Belfast amounted to the goodly sum of £575.

Jack Hutchinson, British Open Golf Champion, was fourth in the Southern Open Championship at New Orleans. His score was 300, and the winner's (George Sarazor, Titusville professional), 294.

A scheme is on foot to equip Oxford University with a first-class golf course. C. J. H. Tolley and R. H. Wethered, the famous Oxford players, are taking a leading part in the enterprise. A very suitable ground has been acquired within two miles of Carfax. It is estimated that a sum of £5,000 is necessary for the construction of the course itself, and something under one-half of the required sum has been received. The club had to abandon its course at Radley during the war.

It is expected that a beneficial result will be given to Robson, the veteran Somerset cricketer.

Although represented by the strongest side against Woking Golf Club, Oxford University had to acknowledge a heavy defeat, for they won but four matches against eight by Woking. Thus the Dark Blues concluded their list of club engagements in no auspicious manner, for of the series of 12 matches they have played during two terms they have only won two.

Mr. J. B. Ballingall, Advocate, whose appointment as Sheriff-Substitute of Argyllshire at Dunoon is announced, is one of the strongest golfers in the East of Scotland. He won the South of Ireland Championship in 1903, and has been a frequent medalist of the Edinburgh Burgess Society and Tantallon Golf Club.

The Monte Carlo Lawn Tennis Tournament was continued in fine weather before a large attendance, which included H.R.H. the Duke of Connaught, the Duke and Duchess of Westminster, Lord and Lady Rockingham, Lord Rochdale, Lady Waverley, and Lord Charles Hope. Miss Ryan won the Ladies' Singles Championship by defeating Mrs. Beamish; while the final of the Gentlemen's Singles resulted in the defeat of A. Gerbault by Count M. Balbi.

That the strike has simply been a reasonable agitation strike is evident from the fact that the Australian seamen and firemen have recently had their wages increased £1 6s. per month. On the other hand the British seamen and firemen have recently had two cuts in their wages.

The next steamer that may be attacked in this way is the Commonwealth Government Line's vessel Hobson's Bay. She is now on her way to Australia, and will arrive in about three weeks' time. But it is gathered that special steps have been taken by the authorities to prevent any discomfort to the passengers or the British crew.

MRS. SANGER FOR CHINA. Prior to her departure from Japan for Korea, Mrs. Sanger, the American advocate of birth control, said that she was glad of her intended visit to China for she believed that in China she would be given a better reception than in Japan, and opportunities would be afforded her to speak on the subject of birth control. Especially in Shanghai her visit was being looked forward to by her fellow-thinkers and medical men, before whom she desired to express her opinions unreservedly. Even practical methods of birth control could be discussed there.

## AUSTRALIAN SHIPPING STRIKE.

### A Blow to British Seamen.

Many strong comments have been passed by shipowners on the recent action of the Australian Seamen's Union. Their action reveals trade union tyranny in its worst form, because it is not merely a blow at shipowners and at authority, but a direct attack upon fellow workers. The chief sufferer by the action of the Australian Seamen's Union is the British sailor. Is he going to tolerate such oppressive measures? writes a correspondent in the Liverpool Journal of Commerce.

From inquiries in city shipping circles it is learnt that combined plans are being made by the crews and owners to see that the Largs Bay incident is not repeated.

With so much unemployment in the British Mercantile Marine, it is not likely that the British sailor will tolerate action by which he is pushed out of his legitimate job by the orders of a group of hysterical Bolsheviks in Australia.

Such terms are not too strong for the purpose of describing the recent action of the Australian Union. It is interesting to turn to one page of its domestic history. The union is led by Mr. Walsh, who married Miss Adela Pankhurst, the wildest branch of the well-known suffragist family. A combine between two avowed extremists of this character is naturally enough to give birth to incidents of the sort which caused such trouble the other day on the Largs Bay.

Although the Australian Union only pushed out the British sailors on a Commonwealth Government Line vessel, they have attempted the same action in other directions. The seriousness of the situation affects most of the English companies with shipping interests in Australia.

It was unfortunate that the members of the union got their own way in the first case. But as they struck just as the Largs Bay was leaving, and large numbers of passengers were waiting, the Commonwealth Line gave way simply for the comfort of passengers and others concerned.

Mr. Hughes is taking action to put this movement down in Australia. He is not only fighting the battle of the shipowners and of the authorities, but also of the British sailor.

That the strike has simply been a reasonable agitation strike is evident from the fact that the Australian seamen and firemen have recently had their wages increased £1 6s. per month. On the other hand the British seamen and firemen have recently had two cuts in their wages.

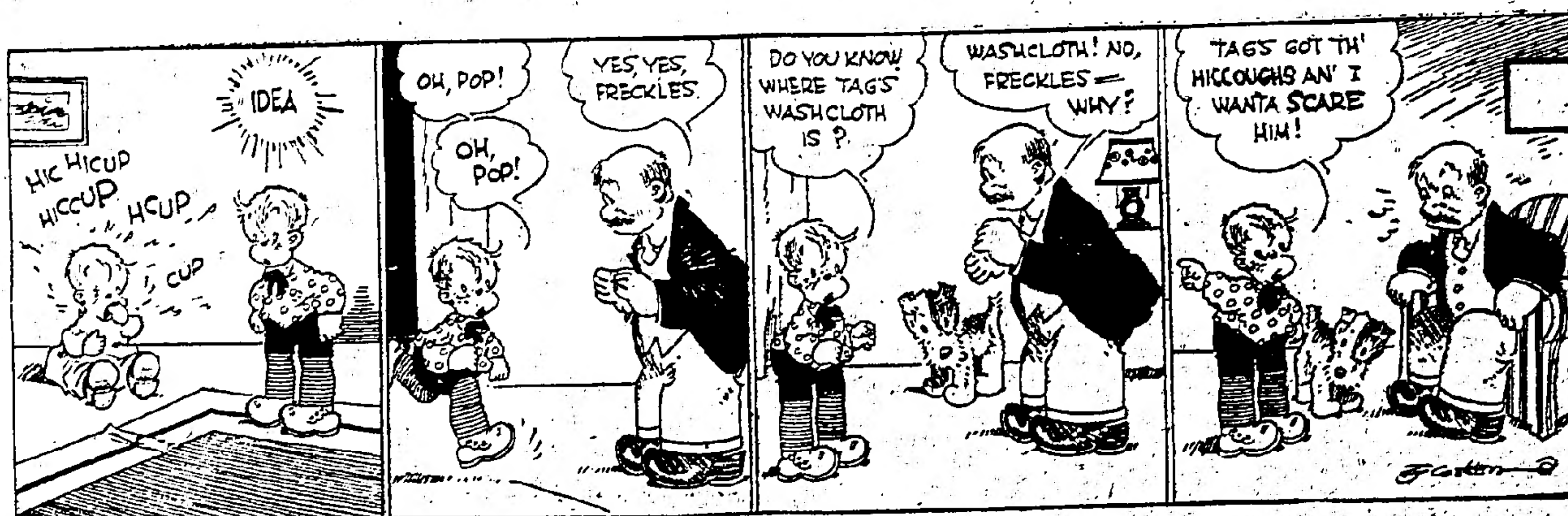
The next steamer that may be attacked in this way is the Commonwealth Government Line's vessel Hobson's Bay. She is now on her way to Australia, and will arrive in about three weeks' time. But it is gathered that special steps have been taken by the authorities to prevent any discomfort to the passengers or the British crew.

MRS. SANGER FOR CHINA. Prior to her departure from Japan for Korea, Mrs. Sanger, the American advocate of birth control, said that she was glad of her intended visit to China for she believed that in China she would be given a better reception than in Japan, and opportunities would be afforded her to speak on the subject of birth control. Especially in Shanghai her visit was being looked forward to by her fellow-thinkers and medical men, before whom she desired to express her opinions unreservedly. Even practical methods of birth control could be discussed there.

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**The Telegraph.**

HONGKONG, 28th April, 1922.

TO BE OR NOT TO BE.

That is the question, as Hamlet said—in other words, whether Chang Tso-lin and Wu Pui-foo are going to clash, bringing the horrors of civil war upon the republic, but possibly clearing the way for a better state of things; or whether all these preparations and all these rumours of war will end, as before, in the other kind of smoke. Will the air be filled with artillery discharges, or only with the empty vapourings of "bombardment by telegram"? This much is tolerably clear, that both sides are assembling all possible troops, and that only a few miles separate portions of the respective armies, which means that there is a risk of some incidental circumstance precipitating a collision, whether the leaders so will it or not.

Against this, it is evident that both sides hesitate over casting the die; Wu in particular is maintaining a cautious attitude. It was reported a few days ago that the first shot had actually been fired. Nothing has developed out of the alleged occurrence, which, if authentic, was probably an isolated affair. A leading consideration is that Tsao Kwan, the Chihli superintendent, adheres to a non-committal stand. From one point of view, he is bound to Chang, from another to Wu. If either can persuade or force him into line, the substantial reinforcements he could bring might easily induce the successful party to throw down the gauntlet for the antagonism between the war lords of Fengtien and Loyang has undoubtedly reached a point where hostilities are more than a possibility. But even now it is impossible to predict with confidence what the rivals will do, so involved are the cross-currents.

Intrinsically there is no case for plunging the country into the throes of war. Both sides profess to be animated by a desire for reunification, and it is difficult to see how war is going to help this. Ordinary logic indicates precisely the contrary. The impression forces itself upon the mind as strongly as ever that personal ambition and aggrandisement are chiefly responsible for the present atmosphere. Apparently the only god that could accrue to the Chinese people from a clash between Chang and

Wu would be to rid them from the constant menace of these War Lords' jealousy. But then either the victor would probably inflict a dictatorship upon the nation, or other militarists would arise to renew the rivalry, which illustrates again that China's regeneration waits upon the awakening of the people.

**Labour Enquiries.**

In glancing through the annual report of the Hongkong General Chamber of Commerce we note that some considerable time ago the International Labour Office of the League of Nations, which was established under the terms of the Treaty of Versailles, addressed an enquiry to the Chamber regarding local industrial and economic conditions. It was especially emphasised in the communication that no direct or detailed enquiry into industrial undertakings or amongst workers was intended, but the organisation sought to be supplied with information which already exists so as to elucidate the subject and make it possible to ascertain, at least approximately, the effect of various economic and social phenomena on the movement of production and its results. A questionnaire accompanied the letter, but it was pointed out that all the queries might not necessarily apply to particular local conditions. All that was really sought was some reliable information along general lines. The reply of the Hongkong Chamber was to the effect that the questionnaire had been carefully considered, but that in view of local conditions it was regretted that it was impracticable to give the data required "owing to lack of information available." We wonder whether that was the kind of response that this international body got from all organisations which it approached.

**Why the Refusal?**

What has to be remembered in this connection is that the enquiry came from a responsible body created under the Peace Treaty, and not from some obscure congregation of cranks lacking a sense of proportionate values. The functions of the International Labour Office, as disclosed by the Treaty, are the collection and distribution of information on all subjects relating to the international adjustment of conditions of industrial life and labour. The Hongkong Chamber need not have been afraid of supplying such information as it possessed, because the Powers agreeing to the League's labour charter expressly recognised, by the Treaty terms, that differences of climate, habits and customs, of economic opportunity and industrial tradition made strict uniformity in the conditions of labour difficult of immediate attainment. What the enquiring body wanted was some information of labour conditions here, on broad lines. We should have thought that the Chamber of Commerce was the very organisation which could have supplied such information. If the members of the Chamber don't know anything about local labour conditions, who do? The job of the International Labour Office seems to be very similar to that of Hongkong newspaper reporters in seeking to gather local news—it's like trying to get blood out of a stone.

**China's Cycling Champion.**

It has often been remarked that China's traders carry on despite internecine warfare, nor have the conflicts of the Tzuhsuns deterred the country's sporting elements from holding a meet for "the cycling championship of China." This occurred, too, in the "neighbourhood of Peking," where the embattled ranks are assembling. There were twenty-six competitors, half of whom covered the 57 kilometres inside 2h. 10m., the previous record for the course, Y. T. Li came in first, his time being 2h. 2m. On this showing Li does not yet threaten European or American records, but his time was quite a creditable performance, especially if the track is not up to Western standards. The competition recalls Paul Guignard's extraordinary performance at Munich in 1909, when he set up an hour's record by covering over 101 kilometres (63 miles, 255 yds.) with motor pacing and a wind shield. Needless to say, the special conditions attaching to that record prevent it from constituting any sort of standard for ordinary racing. Some idea of Li's performance may be obtained by comparing it with H. Green's unpaced 50 miles

**DAY BY DAY.**

A MAN'S NATURE RUNS EITHER TO HERBS, OR WEEDS; THEREFORE LET HIM REASONABLY WATER THE ONE, AND DESTROY THE OTHER.—Bacon.

Falling from the second floor of a house in Yuchow Street yesterday, a Chinese boy, three years of age, was seriously injured and had to be removed to the Kwong Wah Hospital. His condition is critical.

There were eight cases of plague (five fatal) notified yesterday, four non-fatal occurrences of enteric fever and one fatal case of small-pox. Of the enteric cases two were Japanese and one British. All the other sufferers were Chinese.

Our picture page to-morrow will contain groups taken at the weddings of Mr. R. E. Attwell and Miss M. M. H. Parsons, and of Mr. K. K. Staple and Mrs. Millan; as well as snapshots taken at the South China Athletic Association and St. Stephen's College sports.

The Preacher at St. Andrew's Church, Kowloon, to-morrow at 6 p.m. will be the Rev. P. N. F. Young, M.A. The Rev. Mr. Young was one of the Delegates to the World's Christian Student Conference at Peking. He is Professor of History at St. Stephen's College, Lahore and is an excellent Speaker.—Advt.

The sloop Lyebis, which is being presented to the Royal Indian Marine, is being fitted out for that purpose. On her voyage out to Bombay she will take several officers and some ratings for the China Station. Amongst the officers will be Paymaster-Lieutenant B. O. F. Gregory, who will proceed from Bombay to Hongkong to take over the duties of secretary's clerk to the Commodore.

The light cruiser Despatch—one of the "D" class—was commissioned at Chatham recently for her acceptance trials of machinery, etc. The Despatch was built at the Fairfield yard on the Clyde and completed at Chatham after the Armistice decision. She will be ready for her maiden commission probably during the month of April, and will then be sent to the China Station to relieve the light cruiser Curlew. Captain Harold E. Sullivan, D.S.O., which will then go to the East Indies Station, it is understood.

A jumble sale was held in the Union Church Hall yesterday afternoon in aid of the National Orphan Homes of Scotland, when a sum of \$300 was raised. Owing to a slight indisposition, the Rev. J. Kirk Macdonald was prevented from attending. The ladies who organised the sale were:—Mrs. Macdonald (President), Mrs. Mackenzie (hon. Secretary and treasurer), Mrs. Hickling, O.B.E., Mrs. Dovey, Mrs. Connelley, Mrs. J. McCubbin, Mrs. Hamilton, Mrs. P. D. Wilson, Mrs. Milne, Mrs. James Henderson, Mrs. Craig, Mrs. Sampson and Mrs. Gerrard.

Certain occupations in the textile factories have become an important vocation of Canton women. According to statistical reports there are no fewer than 1,000 women employed by the various factories, engaged in the work of weaving. It is reported that these women workers will withdraw their membership from the Textile Workers' labour guild, to organize a labour union of their own. A petition has been filed at the Municipal office asking for official registration. Miss Ma Pak-ying has been elected to be the chairman of the union.—Canton Times.

(about 78 kilometres) in 2 h. 1 m. But make no mistake, which are prone to be delusive in many ways. There is more human interest in the made of Li's training. Li earns his bread as shroff to the Peking Leader, and a critic declares that his speed and endurance are said to be due to his daily training in chasing debtors. The leisurely movements of the average shroff in this Colony would qualify a competitor for the wooden spoon. Are our contemporary clients so dilatory or elusive that the shroff has to develop a high-speed gait?

**OUR UNIVERSITY.**

Professor Middleton Smith on its Finances.

In the course of an article on the University of Hongkong in the Far Eastern Review, Professor Middleton Smith says:—It must be confessed that the original promoters of the university did not realise that modern engineering instruction requires a great deal of money to be spent on buildings—especially designed as laboratories and workshops equipment and staff. Let it be assumed for a moment that there is no technical education in Hongkong and that it is proposed to create only a school of engineering (civil, mechanical and electrical) of a university type. The following is a rough estimate of the cost:—

First of all a site for a building is needed, giving a ground floor area of about 50,000 sq. ft. (say 115 acres) for offices and buildings for instructional purposes. To put it in another way, the present floor area actually occupied by the lecture rooms, drawing offices, laboratories and workshops used by the engineering students (including physics and chemistry rooms) is 29,200 sq. ft. Plans are in preparation for extensions which will cover a floor area of about 45,000 sq. ft. In these days of increased cost of buildings these various rooms, laboratories offices and staff and student's residences for the faculty of engineering only would cost about a million and a quarter dollars. There is also the site, which would be very costly.

The present equipment now used by the engineering students may be valued at £47,000 and it is hoped to increase the equipment by machines valued at £20,000, in the near future.

Students' common rooms, residential quarters, recreation grounds, etc., also cost money.

To re-create a school of engineering at Hongkong such as exists to-day would cost about 2 1/2 million dollars for capital outlay on land, buildings and equipment together with a capital sum of at least one million dollars for endowment purposes for payment of staff and general maintenance of buildings and equipment. This is assuming that there would be, as at present, a steady income from students' fees which are \$300 a year for instruction and \$240 a year for board and residence. A solely technical institution is less educative than a university which includes students in medicine, arts, education and commerce; it cannot be sufficiently emphasized that the student learns lessons about life by meeting students of other branches of learning. We have, however, no space to elaborate on the cost of a modern university.

The balance sheet and accounts of the university at December 31st, 1921, were published and we have made a few interesting excerpts. The total assets are given as \$4,365,498, of which buildings and equipment total \$1,359,150 and investments (for endowments) \$2,899,051. We very much doubt whether any other educational institution in China, with the exception of the Union Medical College of Peking, has such a strong financial basis as an endowment fund of nearly three million dollars, in addition to buildings, equipment, etc., valued at \$1,359,150. The land is not regarded as an asset, and its value is therefore in the balance sheet as it is in reality a trust; but a conservative estimate of the value of one million-square feet at West Point, Hongkong, is one million dollars.

The annual income during 1921 seems to have been nearly \$400,000 and it is worth nothing as an indication of the progress that, in 1914 (eight years ago) the annual income was less than \$150,000.

The engineering faculty has been fortunate in obtaining practical support. Messrs. Butterfield and Swire, Ltd., and associated firms, gave 240,000 to the original endowment fund and have since presented \$100,000 for the engineering work. The Taikoo chair is named after the firm. Sir Robert Ho Tung has recently given \$100,000 for new workshops.

These figures have been quoted, not with any intention of suggesting that the endowment fund is adequate or that further money is not required. In actual fact plans are being prepared for extensions of the engineering laboratories and workshops which will require at least half a million dollars for completion.

Fortunately there is, at present, no need to dip into this great expense on behalf of technical education. It is possible to in-

**IN THE NORTH.**

Wu Pui-foo Gives Marching Orders.

A Peking telegram states that Wu Pui-foo has given orders for all his troops to march forward. He declares that as Machong has been seized by the Fengtien troops, he cannot be responsible for what now happens.

Another Peking message states that on the 26th inst. the President issued a mandate urging the Fengtian and Chihli parties to withdraw their forces to their original lines, so as to show their loyalty to the Republic, pending a settlement.

It is reported in Peking that the Navy, on receiving a large sum of money from a certain prominent leader, agreed to issue a circular telegram announcing their support of Wu Pui-foo.

**TOBACCO SMUGGLING.**

Nearly 45,000 Cigarettes Seized.

Nearly 45,000 cigarettes were seized by revenue officers in a search they made yesterday aboard a cargo junk moored alongside the wharf at Apichuan. Information had previously been received by the Preventive Department that an attempt was to be made to smuggle a large shipment into the Colony, and before the consignees, one of whom is stated to be the proprietor of a shop opposite the Central Market, could assume possession of the tobacco it was intercepted by the officers in the manner stated above. The cigarettes and a quantity of tobacco were concealed in two big baskets which were covered over in such a manner as to give the impression that they contained fruit.

The master of the junk was brought before Mr. R. E. Lindsell this morning and was ordered to pay a fine of \$750, with the alternative of undergoing four months' hard labour in default of payment.

**FORBIDDEN VALLEY.**

World Theatre Attraction.

Glory Lee, the daughter of sturdy and virile mountaineers, had been taught that, if the time ever came, she must be ready and willing to do a man's part. A "man's part" for Glory meant carrying to the end the bitter feud that had existed for generations between her family and the Mitchells. When the death of her grandfather left her the last of the Lees, Glory had to choose between family honour and the love of woman for her mate, for she loved the man against whom she must direct vengeance.

"Forbidden Valley", showing at the World Theatre to-day, is a mountain feud story with a new and novel twist to it. It was written especially for photo dramatization by Randolph Lewis who knows the people of whom he writes. J. Stuart Blackton produced the picture for Pathe.

Charming May McAvoy and Maury Bruce Gordon are featured at the head of an all-star cast that includes Charles Kent, William R. Dun, Warren Chandler, Nellie Anderson and others.

crease the accommodation in Hongkong for 500 technical students at some additional expense but at nothing like the expense involved for even two similar schools of engineering with only a hundred students each. One hundred students can listen to a lecture as attentively as ten if the subject is interesting.

After stating that "it should be made quite clear that the University of Hongkong is not a government institution, although the university authorities would be first to acknowledge the sympathy and the assistance which the local government has always extended to it," the writer says there are at present about 260 students, nearly all in residence. There is no reason why the numbers should not increase considerably in the near future if the schools in China can prepare candidates successfully for the entrance examination. As we have already stated, there is room at the university for 500 or more students, and, with no very great extensions, the number might easily exceed 1,000 students.



## NEW PACIFIC SERVICE.

## Hongkong The Terminal Port.

When the United States Shipping Board vessel *Creole State* arrives in Hongkong about the end of May she will be the first 522 type of combined freight and passenger liner that has made this Colony a terminal port. Advice has been received by the local office of the Pacific Mail Company, who have been appointed the Agents, that a new service has been instituted between Hongkong and San Francisco, and that two 522's have been allotted to it.

Following a different route to that which is now being maintained by the three 535 passenger liners of the same Agents, the *Creole State* and her sister ship, the *Wolverine State*, will touch only at Honolulu and Manila on both runs and thus maintain a "sunshine" service which to some travellers may be more preferable to the more northerly route. With a two to three days' stay in Hongkong at the end of each outward trip from San Francisco the time taken by these vessels to cross the Pacific and the China Sea will be 27 days. The return voyage will be of only 23 days' duration.

Details of the two 522's that are to initiate this service, confirm what has been pleasantly anticipated of these "State" vessels. In accommodation for passengers the *Creole State* and her sister ship, which will follow her on the run to Hongkong, are said to compare favourably with the finest ships afloat. Special care has been taken in the designing of the furniture, drapery decorations and conveniences throughout the passenger sections. In all, the *Creole* has three decks given over exclusively to travellers, designated respectively as the promenade deck, bridge deck and shelter deck, and the arrangements of the public rooms and staterooms provide every luxury that may be found in a first class hotel ashore.

All of the staterooms are furnished with beds instead of berths, a comfort that should be appreciated in warm climates. On the promenade deck, which is closed in with plate glass to give it the appearance of a Pullman car, is located the beautifully appointed smoking room, a feature of which is the great open fireplace. The social hall with its beautiful and cosy furnishings and decorations, and the verandah cafe are both located on the bridge deck. The shelter deck is given to the rest of the staterooms, except in the forward part in which is located the dining room, extending right across the breadth of the vessel.

Christened in honour of the State of Louisiana, the *Creole State* is considered by American engineers to be one of the finest vessels built in American yards. She is twin-screw, displaces 21,156 tons, and has a gross tonnage of 10,500. Other dimensions are:—Length between perpendiculars, 520 feet; beam moulded, 62 feet; draft, 30 feet. Her speed is 14-1/2 knots.

The most up-to-date equipment for handling cargo has been installed. Deck plans show that both of the new vessels have less than 34 winches, with a similar number of boms, singly and in pairs, on four twin masts arranged in the same way as on the other *State* boats we have seen in the Harbour. There are nine hatches, large and small. An excellent feature of the freight facilities is the accommodation for refrigerated cargo, enabling these boats to carry Pacific Coast farm products in perfect condition for Far Eastern importers. There is space for 1,300 tons of such shipments.

Captain J. E. Miller will bring the *Creole State* into this harbour at the end of May. He has a distinguished record, judging by the story that during the war, whilst in command of the *Cacicque*, he drove away a Hun submarine which threatened destruction to his vessel. The method which he adopted was so ingenious as it was simple. Dummy guns of seemingly large calibre were "unmasked" at the approach of the submarine and these gave the enemy craft furiously to think before it decided to show its stern to this powerful-looking adversary.

The *Creole State* and the *Wolverine State* were engaged on the service between San Francisco and Calcutta before the decision to put her on the Hongkong-San Francisco run. They will bring the number of the trans-Pacific passenger boats operated by the Pacific Mail to five, including the three slightly larger 535's already in operation on the Hongkong-Shanghai-San Francisco line.

## THE BOOKSHELF.

("By Librarian.")

## SWINBURNE.

The world has absorbed all the volumes and essays that have poured forth regarding the remarkable household at Putney where lived Meredith, Swinburne and Watts Dunton. Later (after Meredith had sought fresh quarters, through disagreement with Swinburne) came Watts Dunton's youthful wife, who has now published her record of "The Pines," and in particular of the poet with whose life her husband's was so closely linked. Swinburne, though of flexible character in some respects, had a will of his own, he was a literary lion, and he was Watts Dunton's senior; yet the latter exercised a remarkable sway over the author of "Atalanta in Calydon," terminating only with Swinburne's death.

In "The Home Life of Swinburne" (Philip, 15s.), Mrs. Watts Dunton offers a volume that is sure of many readers, both on account of the directness of her knowledge and the lucidity and picturesqueness of her narrative. This biography seems to make it impossible that any further book on the personalia of the poet can be published containing any new facts of this much-explored household.

We are told pretty nearly everything about Swinburne that the most hopelessly curious quidnunc could desire to know. The particular brand of soap he used, the daily paper he read, the typewriters he tapped, the beer he drank, and so on.

Mrs. Watts Dunton—to whom Swinburne spoke in "an angelically kindergarten manner"—has harvested and gleaned to the last straw. At her first meetings with the poet, when she met him in the hall or the passages, "he would stand like a sentinel while I passed, his arms stiff against his sides, with the palms presented outwards... a curiously mechanical appearance—as of a toy-soldier."

A conspicuous object in Swinburne's orderly room was the red and yellow checked duster which hung over the back of a cane-seated Empire chair. Says his biographer:

I learned that it was one of the poet's little fads to have his own special duster always in sight, and easily got at when ever he had occasion to use it. And this was very often. He had a horror of even touching a dusty book... If he wanted to show you any particular book he would first of all see that not a speck was on it. I can see him now, duster in hand, going carefully over the edges and cover to satisfy himself that all was as it should be before placing the volume in your hands.

He read, we are told, by the light of three candles, no more, no less. These he would light himself in a manner fully described. And when he read aloud to favoured visitors:

There was a weird and subtle charm about Swinburne's delivery of the poetry that he loved. He had none of the arts or affections of the elocutionist. There were indeed, qualities in his method which the elocutionist would decry as unsound and eccentric. The fact, however, remains that his delivery captured the imagination of the hearer, where the art of the elocutionist left him cold.

Coming to more personal particulars, the fair biographer tells us, "I had ample opportunity for knowing a good deal about the footwear of the House-mates."

The same bootmaker made for both of them. There was but little difference in size, Swinburne's feet being a trifle larger than Walter's (Mr. Watts Dunton). The poet took what in the trade is called "an eight and a half," so that to write of his "tiny feet" is absurd. Swinburne had his boots made of calf leather, while Walter preferred a soft kid.

Although always plainly dressed and when at home offering no mark for the caricaturist, the poet on his walks, it seems, "braced his trousers too high; in his absence of mind he would pull them above the ankles, showing several inches of white sock."

Of Swinburne's daily walk across the common to Wimbledon a vivid and detailed picture is given. It ended at the Rose and Crown, where the poet was regaled with a bottle of Bass, in "a replica of the peculiarly thick tumbler which the bard used at home." His "sacred beaker" was

one day "smashed by a careless barnard."

Swinburne was greatly "put out by the accident. He did not shirk Bass from any other vessel; was moody and silent during his stay, leaving the place abruptly after but a very short rest.

The poet had horror of drawing small cheques.

Only with difficulty could he be persuaded to draw one for five pounds; below that he absolutely refused to go. Periodically he got the bookseller at Wimbledon to change him a cheque for twenty pounds. The money was obtained in gold from the bank at the other side of the street. He took it away in the little canvas bag used by bankers, and this bag when he returned to The Pines was placed on a shelf in the corner cupboard where he kept his manuscripts.

Swinburne had no end of "fads," says his biographer in a special chapter devoted to them. "It was a whim of his, for instance, never to allow himself to be measured or fitted by a tailor," and "he refused absolutely to open himself any letters addressed to him except those from members of his family."

A note on the poet's "manners at the table," which "were of the old courtly school," seemed essential to record. We are told:

He would never think of helping himself until he was quite sure that you had everything you wanted. The salt or the mustard he would pass to you with a little smiling bow and an air of genuine courtliness.

For Algernon Swinburne "was punctilious over the small observances of the table." As an instance, "it would never occur to him, at the end of the repast, to throw his napkin down in an untidy heap for a servant to collect and adjust. It was the hero, so to speak, of quite a little ceremony. The rolling-up of it seemed to afford him a real pleasure. He would fold the ends together and smooth out the creases with religious solicitude before slipping it back into its ring.

These do not appear to be matters of any particular importance, but they are just the things that interest us.

Two books full of excellent fun are Mr. Peter Blundell's "Lunatics Aboard" (Methuen) and Mr. Morley Roberts's "The Mirthful Nine" (Nash). Readers will laugh heartily over Mr. Blundell's account of a voyage to Africa during which the passengers and crew are at cross purposes. And the old skipper, Captain Shanks, will take his place among the most amusing rogues of fiction. Of the collection of farcical stories by Mr. Morley Roberts, a versatile writer, the first and the last are the best. The latter, "The Owl and Great Aunt Paimela," for sheer absurdity and undiluted humour is a particularly entertaining story.

Mr. Hugh Walpole, (who, although he is the son of the Bishop of Edinburgh, is not a Scotman), is the possessor of the famous "Abbotsford correspondence," whose 23 volumes contain 7,000 letters received by Sir Walter Scott from his friends. Until last year the collection remained at Abbotsford, when they were put for sale and purchased by Mr. Walpole. His announced intention of eventually restoring them to Scotland has given great satisfaction to the Sir Walter Scott Club in Edinburgh. This year is the 70th anniversary of the death of the famous novelist, and the toast of "The Immortal Memory" at the club's annual dinner will be proposed by its new president, the Bishop of Durham.

Founded twenty years ago to encourage Irish working girls in arts and crafts, the *Cuala Press* is still controlled by Miss Elizabeth Yeats, a sister of the poet, some of whose works are issued from it. The work, done by girls on a hand press, has played a useful part in the Irish literary revival, as we are reminded by the editors of the *Master Printers' Annual*, issued by Ballantyne. One of the first workers at the *Cuala Press* was Miss Eileen Colum, sister of another poet, Padraic Colum. Her speciality is the hand colouring of special designs. Irish linen paper is used, and what Englishmen would consider the "Irish" method of continuing lines of verse into the margin, to avoid "turning" into another line.

## DAIRY FARM NEWS.

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## BILLIARDS.

## Palace Hotel Tourney.

Only one game was played last night in the above Handicap, owing to one player being sick. The game played was between C. Bond (—75) and J. C. Achim (—150). Bond, playing a very consistent game, ran out an easy winner. The final scores were:—Bond, 250; Achim, 133. The highest breaks were:—Bond 40, 22, 21, 20, 19, 16; Achim 23, 21, 20, 18.

To-night's games are:—W. Atkinson (—75) v. F. T. James (—50) at 6 p.m. and A. Greenstett (scratch) v. W. B. Haslett at 9 p.m.

## PASSENGERS ARRIVED.

Per s.s. DONGOLA from London etc.—Mr. & Mrs. F. T. Harris. Mrs. H. Nash. Mrs. O'Brien. Mrs. Baker. Mrs. W. Nash. Mrs. L. Stanton. Pte. Ashbury. Pte. Cole. Mrs. E. A. Stanton. Mr. J. S. Green. Mr. A. J. Rea. Mr. & Mrs. C. L. Evans. Mr. E. A. Deacon. Mr. D. C. Brodie. Pte. Doherty. Mr. Holtzman. Mr. L. C. Eason. Mr. W. C. Hawkes. Mr. Kwik Bak Ah. Mr. Choo Sian Ling. Mr. Inglis. Miss Augusta Jamanes. Mr. & Mrs. Fapon. Mr. W. L. Barker. Mr. A. H. Tong. Mr. L. T. Ming. Mr. Ma Hop. Mr. Tak Chum. Mr. A. H. San. Mr. A. H. Mao. Mr. J. Frank. Mr. H. Fering. Mr. Wing Soo. Mr. H. H. Hart. Mr. & Mrs. Choo Poh Chua. Mr. F. Friedmann. Miss Coelbo. Mr. Davis.

## TO-DAY'S MISCELLANY.

It is an interesting coincidence, says a Home paper, that may be appropriately recalled on Mr. Lloyd George's birthday, that three of his five immediate predecessors in the Premiership have entered upon their sixtieth year while at the head of an Administration, as he is doing to-day. It was in 1911 that Mr. Asquith was 59, and in 1889 that Lord Salisbury reached that age, while in 1865, when Mr. Gladstone completed his 59th year, he had just been called upon to form his first Cabinet. The two exceptions were Mr. Balfour and Lord Rosebery.

Lincoln Cathedral, whose insecure condition demands an expenditure of £50,000 within the next five years, glories in a beautiful Rose of "Wheel" window, an Angel Choir of the Transition period of architecture, a Galilee porch, and, of course, "Great Tom," the famous bell which was recast early in last century. The cathedral, founded as the seat of the ancient and now forgotten bishopric of Lindsey, is regarded by experts as the earliest example of the pure Early English style, and its repairment demands the practical support of all lovers of our fine old cathedrals—irreplaceable monuments of varying phases of ecclesiastical architecture in this country.

Tamworth, which gives its name to the scattered constituency where a by-election was held the other day, owns a "Bink" with that Sir Robert Marmion who was "Lord of Fontenays

and Scrivelbave and of Tamworth Tower and Town." Generations of Marmions, hereditary champions of the Dukes of Normandy at their coronations, were lords of Tamworth's ancient castle before the historic pile, originally built by Ethelfreda, the last Queen of Mercia, passed to the De Frevilles, and later to the Ferreries family. In olden times the castle dominated the town; now the town rules the castle, for Tamworth's "Tower" became by purchase a civic possession some 20 years ago, and what was once the Royal bedchamber was converted into a municipal art gallery.

The *Daily Chronicle* says: Although it is generally assumed that the Attorney-General has the right of succession to the position of Lord Chief Justice appointments on these lines have been the exception. Lord Russell of Killowen was a Lord of Appeal in Ordinary when he became "Lord Chief"; Sir Alexander Cockburn and Lord Coleridge were raised from the Chief Justiceship of the Common Pleas; Lord Campbell was Chancellor of the Duchy of Lancaster; Lord Tenterden and Lord Trevelyan were both puisne judges, and Lord Alverstone was Master of the Rolls. Among nine Lord Chief Justices of the past century or so Lord Reading and Lord Denman were the only two who were law officers at the date of their appointment. But it is correct to say that the Attorney-General is assumed to have the right of succession to the Lord Chief Justiceship? The Senior Law Officer has a prescriptive right of succession to the Woolstack.

Needless to say, the following is attributed to a Scotsman: Returning home from London, he took his mother a taximeter as a present, and explained that by it she could tell whether the weather was going to be wet or fine. "Aye," said his mother, "it's a fine thing. But ye ken ye've been wasting yer money. What do ye think the Lord gave yer feyther the rheumatics for?"

Mr. Panch's famous weekly staff dinner is to be imitated at a humble distance by the Scouts, who, having taken up the *Trail*—a magazine, not a badger—have instituted a weekly editorial tea and pow-wow. *Trail*, now four years old, was formerly the official organ of the London Scout Council. It has just been acquired by a little co-operative society of scoutmasters, "in the spirit of the open air and the open mind." The *Trail's* foreign service is to be published in Esperanto.

Knebworth, which is to be let furnished during Lord Lytton's absence in India, is a beautiful house, which has been described as "disfigured by heraldic monstrosities and Wardourstreet furniture." In the days of the first Lord Lytton, who thoroughly enjoyed these "monstrosities," it was a curious place in other respects. In the middle of breakfast the host would appear in an old dressing-gown, pour himself out a cup of tea, and walk off without speaking to anyone. Someone remarked that this was odd, and got the reply, "He believes himself to be invisible." Sure enough, after an interval, Lord Lytton would appear properly dressed and greet his guests as if seeing them for the first time that day.

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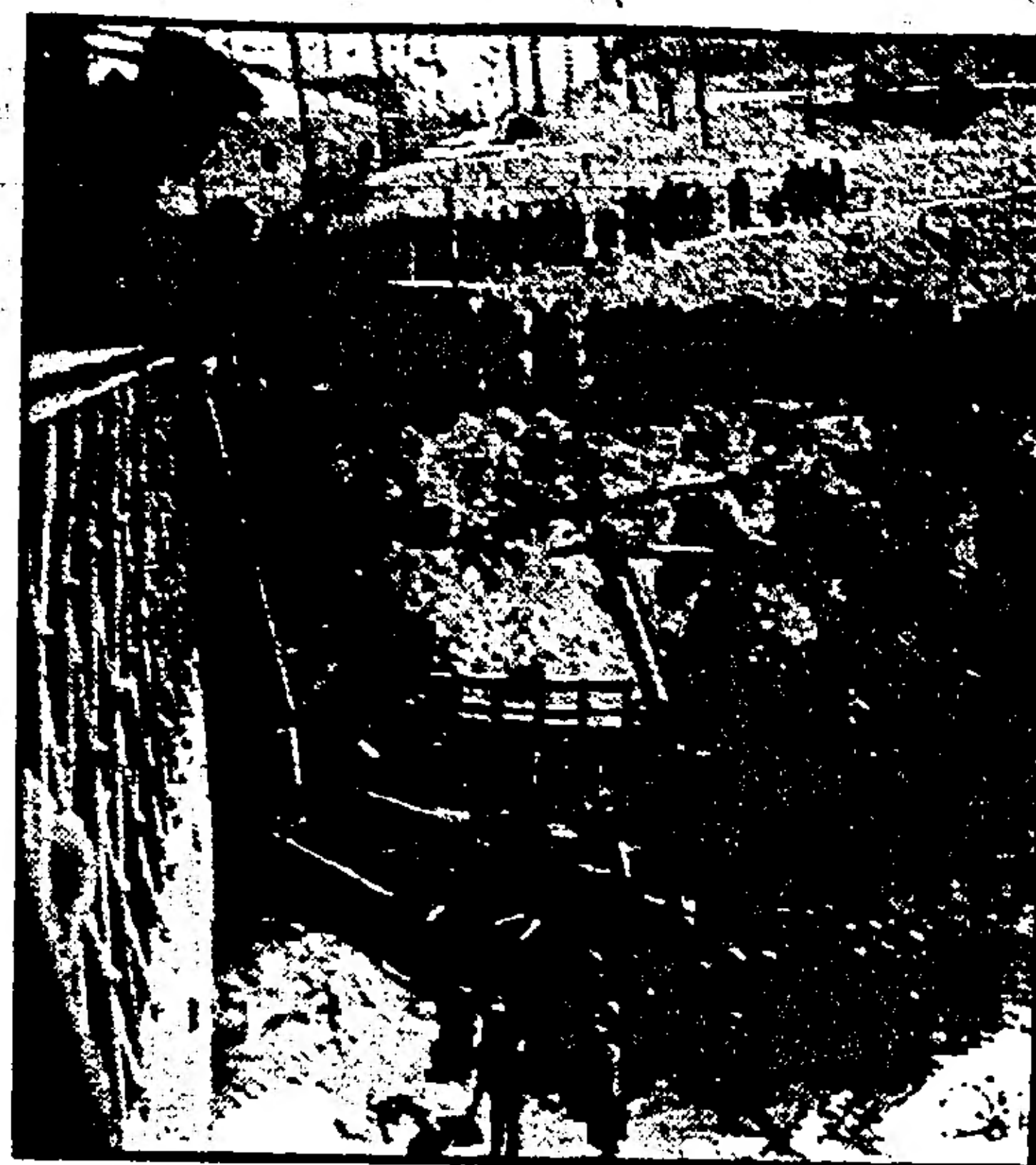
# CAMERA NEWS



Dr. Nansen, the famous explorer, watching the arrival of flour in the Russian famine area.



Jack Dempsey's father showing how he taught the present world's champion how to box. But there's little father can teach son now.



Of 20 passengers in a Saskatoon (Canada) street car, all escaped death and 14 escaped injury when the car left the track, plunged through a bridge railing and crashed 30 feet into a river bank, turning completely over, and smashing when it landed.



Lady Astor recently gave a fox hunt for children at Hever Castle. Viscount Errington, heir to Lord Cromer, and his sister, Lady Violet, got the hounds together.



Frederick Wilkins, keeper of an inn at Bury Hill, Herefordshire, who, when the Tory party was defeated in 1906 vowed he'd never have his beard clipped or his hair cut until the people voted the Tories back into power.



A hunting scene in Merrie England.



Now they have public perfumeries along the boulevards of Paris.

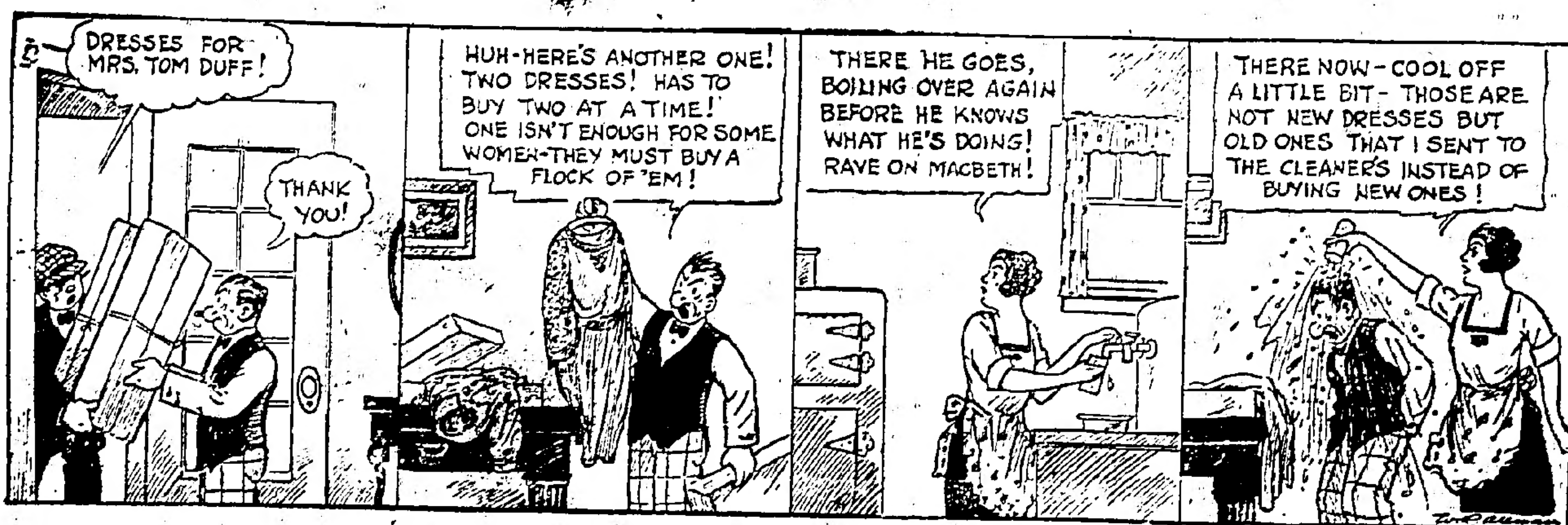


Jack Dempsey and Jack Kearns, his manager, who are now in England.

## DOINGS OF THE DUFFS

### An Unexpected Shower.

BY ALLMAN



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From	Due	From	Due
H'kong Vancouver		Canada	England
Empress of Japan	May 4 May 25	Montcalm	June 2 June 10
Empress of Asia	May 15 June 5	Empress of France	June 13 June 20
Empress of Russia	June 15 July 5	Empress of France	July 11 July 18
Empress of Japan	June 28 July 19	Empress of Scotland	July 25 Aug. 1
Montcalm	July 5 July 29	Montcalm	Aug. 4 Aug. 11
Empress of Asia	July 15 July 31	Empress of France	Aug. 8 Aug. 15
Empress of Russia	Aug. 10 Aug. 29	Empress of France	Sept. 5 Sept. 12

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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Steamers	Due	Leave H'kong	Steamers	Due	Leave H'kong
TENYO M.	22,000	May 8	PERSIA M.	9,000	June 13
KOREA M.	20,000	May 13	TATTOO M.	22,000	June 21
SHINGO M.	22,000	May 29	SIBERIA M.	20,000	July 5

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STEAMERS. LEAVE HONGKONG.

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RAKUYO MARU ..... 17,500 ..... June 24th.

GINYO MARU ..... 17,500 ..... Aug. 27th.

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	Leaves Hongkong	14th May.
"West Prospect"	Due Hongkong	11th June.
	Leaves Hongkong	13th June.

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	Leaves Hongkong	3rd May.
"West Farallon"	Due Hongkong	24th May.
	Leaves Hongkong	26th May.

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Steamers	For	Sailing on or about
OOSTKERK	Amsterdam, Rotterdam & Hamburg	22nd May.
ONDERKERK	Rotterdam, Amsterdam & Hamburg	20th June.
OLDEKERK	Amsterdam, Rotterdam & Hamburg	20th July.
ZUSMA	Rotterdam, Amsterdam & Hamburg	20th Aug.

For full particulars please apply to

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S.S.	For	From Hongkong	Arrive Seattle
Keystone State	For Seattle	May 4.	May 23.
Silver State	For Seattle	May 18.	June 6.
Pinetree State	For Seattle	June 1.	
Wenatchee	For Seattle	June 15.	

## MANILA SERVICE.

S.S. Silver State	For Manila	May 5.
Pinetree State	For Manila	May 22.
Wenatchee	For Manila	June 5.

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S.S. JADDEN " 23rd May.

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KARROO " via Suez Canal " 10th May.

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EURYADES " via Suez Canal " 20th May.

DEUCALION " via Suez Canal " 5th June.

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## COMMERCIAL NEWS.

UNEMPLOYMENT IN EUROPE.  
The *Frankfurter Zeitung* has published a chart showing the amount of unemployment in England, Canada, Germany, Holland and Sweden, the curves being based on the percentages of men belonging to skilled trade unions idle during the years 1920 and 1921. We notice that England started with 2½ per cent. in January 1920, which was only beaten by Holland with 10½ per cent., and, after dropping to 2.75 per cent. between June and October that year, jumped last April to 24.5 per cent., touching 28 per cent. three months later. The highest point on the German curve was 6 per cent. in July 1920 and the figure last July was only 2.5 per cent.

SHANGHAI COAL MARKET.  
Messrs. Whellock and Co., Shanghai, in their report of 20th April, state:—Japan Coal.—This market has continued dull during the past fortnight;—there is a certain amount of enquiry from native dealers and a small amount of hand-to-mouth business has been done by them, but it is nothing worth bragging about!—Fushun Coal.—No change.—Fuchung Anthracite.—Stocks on the spot are getting exceedingly low as supplies are still being interfered with by the political disturbances on the Kin-Han Railway mentioned in our last issue.—Kaiping Coal.—There is very little to relate in regard to this market. Arrivals have fallen off considerably and supplies may be again curtailed owing to a shortage of trucks on the Peking Mukden Railway should hostilities threaten or ensue. Stocks on hand and held by dealers are now very much reduced and prices remain firm.

## RAILWAY CONFERENCE

AT PEKING.  
The coming China-Japan Through Traffic Conference, which is to be held at Peking on May 8th, will be attended by the Traffic Managers of the different Chinese Government Railways, the Director, Co-Director, and a few divisional Chiefs of the Through Traffic Administration, and representatives from the South Manchurian Railway and the Imperial Japanese Government Railways. This is the tenth conference of its kind. The last time it was held in Japanese territory. The three participants, the Chinese Railways, the South Manchurian Railways, and the Imperial Japanese Railways, take turns about being the host. Peking was the host in 1919. The present conference aims to increase the facilities to the travelling public and shippers, who, prior to the inauguration of the through traffic arrangements, had to go to the trouble of booking and checking at each terminal station. The revenues derived from this joint through traffic management have averaged about \$208,000 for the last four years. The conference is hailed as a means to promoting better feeling between the countries concerned.

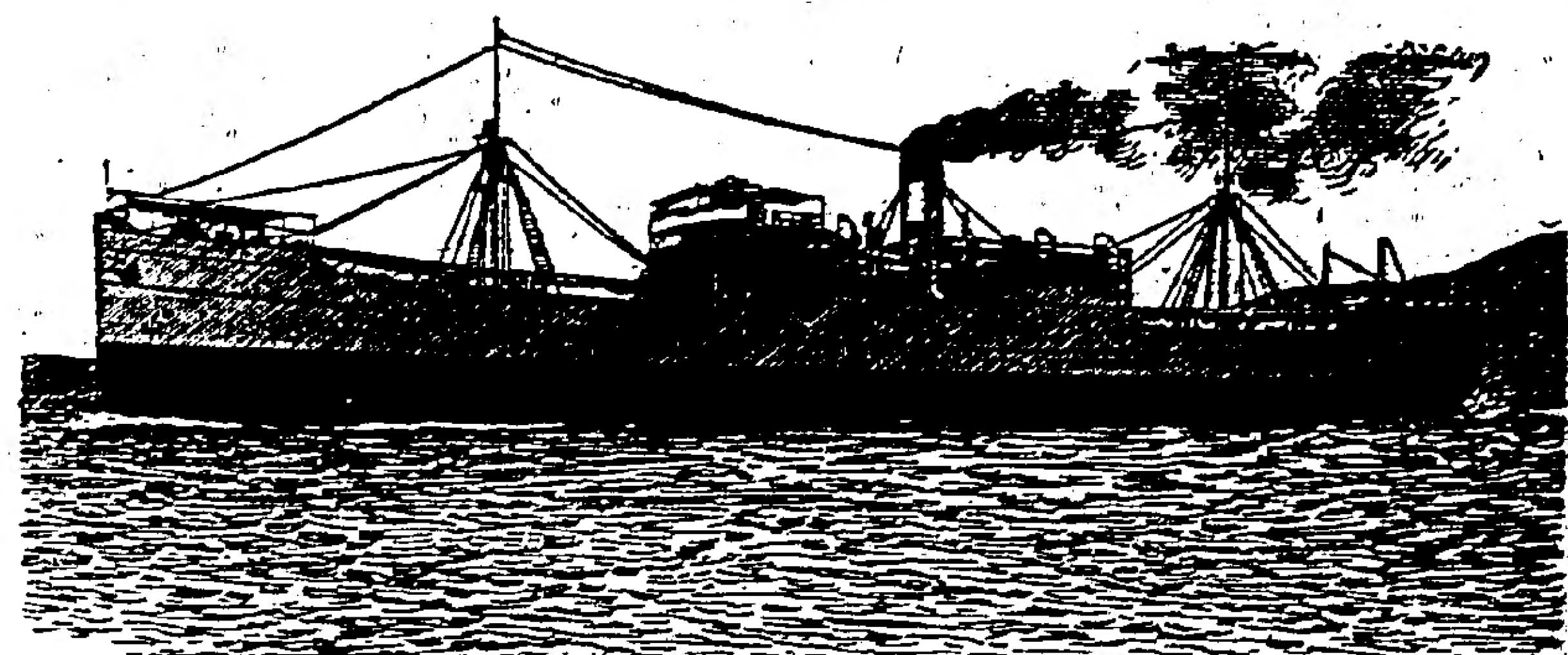
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S.S.	Tons	From Hong-kong (about)	Destination
UNERA	5,414	5 May noon	St. Paul, P. & O. & B'way
LASSY	7,400	10th May	M's. London & Antwerp
ONGOLA	8,000	24th May	M's. London & Antwerp
ICILIA	6,700	6th June	S'pore, Colombo & Bombay
HYBER	9,000	7th June	M's. London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

APCAR	6,052	2nd May	Cuttia via S'pore & Penang
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**EASTERN & AUSTRALIAN SAILINGS (South)**

ST. ALBANS	5,000	3th May	Manila, Cairns, Thura, Is. Townsville, Brisbane, Sydney and Melbourne.
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Proposed connection with the Union S.S. Company's steamers from Australia to the United Kingdom via New Zealand, Vancouver, San Francisco, etc., or per the New Zealand Shipping Company's steamers from Southampton and London via Pacific Coast.

**SAILINGS TO SHANGHAI & JAPAN.**

DONGOLA	8,000	29th Apr. 4 p.m.	Shanghai, Moji & Kobe
EURYALUS	3,570	2nd May	Amoy.
KHYBER	9,000	6th May	Shanghai & Japan.
EASTERN	3,585	6th May	Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

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S.S. "RADNORSHIRE"	20th May.
M.V. "GLENBEO"	17th June.

**HOMEWARDS.**

Vessel.	Leaves Hongkong.	Discharges.
M.V. GLENOGLE	4th May.	GENOA, L'DON, A'WERP, H'BURG.
" GLENNAP	22nd May.	GENOA, L'DON, R'DAM, H'BURG.
" GLENGARRY	9th June.	L'DON, HULL, R'DAM, H'BURG.
S.S. CARNARVONSHIRE	9th June.	L'DON, HULL, R'DAM, H'BURG.

Movements are subject to change without notice.

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FUSHIMI M. (For Keelung &amp; Japan) Wed. 3rd May, at 11 a.m.

(To be transhipped at Kobe into YOKOHAMA MARU.)

MARSEILLES, LONDON &amp; ANTWERP via Singapore, etc.

KASHIMA MARU ... Friday, 23rd Apr. at 11 a.m.

HAKONE MARU ... Wednesday, 17th May at 11 a.m.

HAMBURG via DUNKIRK, LONDON &amp; ROTTERDAM.

TOTTORI MARU ... Friday, 5th May.

LIVERPOOL via MARSEILLES and Valencia.

TATSUNO MARU ... Saturday, 27th May.

SYDNEY &amp; MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 16th May at 11 a.m.

TANGO MARU ... Tuesday, 20th June at 11 a.m.

NEW YORK via PANAMA.

LISBON MARU ... Friday, 5th May.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

KAWACHI MARU ... Beginning of June.

BOMBAY via Singapore, Penang &amp; Colombo.

YOSHINO MARU ... (Omitting Penang) Sunday, 30th April.

CALCUTTA via Rangoon.

YAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Friday, 19th May at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

YOSHINO MARU ... Friday, 23rd April at 10 a.m.

MISHIMA MARU ... Thursday, 11th May at 11 a.m.

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**FOR SHANGHAI.**

S.S. "PERSIA" Sailing on or about 27th April.

S.S. "TRIESTE" Sailing early in May.

**FOR BRINDISI, VENICE & TRIESTE.**

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 9th May.

S.S. "TRIESTE" Sailing end of May.

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S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leaves Hongkong
CHANGSHA	5th May.	10th May.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36. Agents. (JOHN SWIRE &amp; SONS, LTD.)

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**FREIGHT & PASSENGER SERVICE****OUTWARDS.****HOMEWARDS.**City of Calcutta 5th May. M's. L'don, Dunkirk & Antwerp.  
City of Pekin 19th May. L'don, Dunkirk, R'dam & H'burg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton General Agents.

**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SANDAKAN	Yusang	Sat. 29th Apr. at noon.
TIENSIN	Chipshing	Sat. 29th Apr. at noon.
BANGKOK via Hoihow	Mingsang	Sun. 30th Apr. at d'light.
SHANGHAI	Tingsang	Sun. 30th Apr. at d'light.
SHANGHAI via Swatow	Fausang	Sun. 30th Apr. at d'light.
BANGKOK via Swatow	Wingsang	Tues. 2nd May at noon.
HAIPHONG via Hoihow	Loksang	Wed. 3rd May at 10 a.m.
STRAITS & Calcutta	Kumsang	Thurs. 11th May at 3 p.m.
STRAITS & Calcutta	Kutsang	Wed. 17th May at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers as "HINSANG" &amp; "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Daru.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Kumsang" will be despatched on or about Thursday, 11th May, at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

Telephone No. 215. General Managers.

**C. N. C.****CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Sunning	30th Apr. at noon.
SHANGHAI	Suiyang	1st May at 4 p.m.
SWATOW & BANGKOK	Kwangchow	2nd May at noon.
AMOI, M'LA, CEBU & TILO Taming	...	2nd May at 4 p.m.
SWATOW, SHAI & T'AO Luchow	...	3rd May at noon.
AMOI & SHANGHAI	Soochow	4th May at noon.
SWATOW, SHAI & T'AO Sinking	...	7th May at noon.
SWATOW & BANGKOK	Kiangyuan	9th May at 11 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

AGENTS.

(John Swire &amp; Sons, Ltd.)

Telephone No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Halloong	W. Cooper	FRI. 28th Apr. at 1 p.m.
Halting	W. C. Parmore	TUES. 2nd May at 1 p.m.
Halting	J. S. Thomson	FRI. 5th May at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

**REGULAR SERVICE**

between

**JAPAN, HONGKONG & JAVA.**

For Batavia, Samarang &amp; Sourabaya.

S.S. BORNEO MARU Sailing on or about 7th May.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th June.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

Tel. No. 2206.

Second Floor, Prince's Bmilding.

**SHIPPING NEWS.****MANILA FREIGHTS.**

Messrs. Warner Barnes &amp; Co., Ltd., Manila, in their latest report to hand, state—"The only local fixture reported is as 'Don Jose' cement, Haiphong-P.L. at P1.60 per cask. China Coast freights are lower and the rate for rice Saigon-Hongkong is quoted at 28 cts. Mex.

**NORTH GERMAN LLOYD PROFITS.**

The North German Lloyd Co. reports net profits of 45,700,000 marks for the business year of 1921, against 4,043,082 marks for 1920. The dividend has been raised from 8 to 10 per cent. The company's gross profits were 100,400,000 marks. At the close of 1921 the company owned 25 seagoing steamers, against 116 in 1913; 30 river steamers, against 35; and 170 lighters against 190.

**NEW RECORD ON SHIPMENTS FROM ORIENT HUNG UP.**

Oriental silks, from the docks at Yokohama to freight station in New York city after only 12 and one-half calendar days actual transit time, is the record established by the Canadian Pacific ocean service and the Canadian Pacific railway. The shipment in question went from Yokohama on the Empress of Asia, Saturday April 1, and arrived in New York on Friday morning, April 14.

**LOWER SHIPYARD WAGES AT NANTES.**A sign of the times is found at Nantes, where the men of the Chantiers de la Loire have agreed to take lower wages in order to maintain the activity of the yards. In consequence, the Chargeurs Reunis have found it possible to request that work shall be resumed upon their motor cargo ship Camranh, of 11,700 tons, whilst in a very short time they may order the laying of the their fifth cargo boat of the Guichan type—9,200 tons d.w.—*Journal of Commerce.***LARGE MOTORSHIP COMPLETED IN HOLLAND.**

Another interesting job recently carried out by the Shipbuilding and Engineering Co., de Liebesbosch, at Utrecht, was the fitting of new engines in the Dutch motorship Wilhelmina, owned by Mr. Jos. de Poorter, of Rotterdam. The new engine fitted is a Diesel oil engine of 320 h.p., running at 200 revolutions per minute, and giving the ship a speed of 8 1/2 knots. The engine is fitted with a direct reversing coupling, which is probably the largest of its kind in the world, and is controlled direct from the bridge, which gives the ship very excellent manoeuvring capacities. The fuel consumption is 190 grammes per h.p. hour, or about 1 1/2 tons per day. The auxiliaries supplied include a 40 h.p. oil engine coupled to a dynamo, supplying electric current for the ship's lights and for working electric cargo winches. An auxiliary compressor driven by electric motor has been installed, while ballast and bilge pumps are also driven by electric motors.

**YANGTZE STUDENTS BOYCOTT JAPANESE SHIPPING.**

Boycott of Japanese shipping in the upper Yangtze Valley is revived at Chungking, Szechuan Province, where the Chinese Students' Union passed a resolution at a recent meeting to enforce strict measures to place Japanese ships under ban. The boycott was organized especially against the growing activities of Japanese shipping companies, the latest addition of which, the Tanyo Koyo service, has completed arrangements there to initiate regular services between Hankow and Szechuan ports, including Ichang and Chungking. The new Japanese service, it is now reported, has decided to cancel, for the present at least, their sailings between Ichang and Chungking. During the suspension of their service, the manager of the Japanese shipping firm, who has recently returned to Japan, will present the case before the Japanese government with a view to bringing pressure to bear on the Chinese authorities to make the working of the service possible, as well as to prevent a future boycott movement of Chinese against Japanese interests in China. Shipping on the upper Yangtze has now become the backbone of foreign interests in western China and in the rich Province of Szechuan. The German merchants have recently concluded an agreement with the Chinese San Peh Steamship Company at Hankow, whereby arrangements are made between the Hamburg-America Line and the Chinese company to have German cargoes for interior ports on the upper Yangtze handled by the San Peh Company.

**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroen	Java	in port	—	—
Tjilwong	Japan, Amoy	30th Apr.	3rd May.	Soerabaja
				via Balikpapan & Macassar
Tjibodas	Java	5th May	10th May	Japan
Tjikini	Java, M'sar	11th May	—	—
Tjimanoeck	N.C. Amoy	20th May	24th May	B'via via B'ka

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

**ALSO OPERATING****JAVA PACIFIC LIJN.****NEXT SAILING.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjibeet	San F'co.	in port	29th Apr.	B'via direct
Tjikarang	Java	30th Apr.	6th May	S.F. via M'la
Bintang	Vancouver	3rd May	5th May	B'via direct
Simaloe	San F'co	24th May	26th May	Java

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574. York Buildings.



# YEE SANG FAT CO.

Just arrived  
**LADIES' NEW  
SPRING HATS**

For sports,  
for street,  
for dress  
wear.

Every  
desirable  
style of  
hat for  
Spring.

Reasonable prices.

YEE SANG FAT CO.

We are now showing the  
**NEW MODELS**  
in  
**WHITE SHOES**

also

## Keds

For LADIES, GENTS. and  
**CHILDREN.**

See window display.

New low prices.

YEE SANG FAT CO.

### BOMBARDMENT BY TELEGRAM.

The War Lords' Manifestoes.

General Chang Tso-lin, in an open telegram, states in part:—  
"The republic has been established for 10 years but China has been divided for a long time and there are troubles every year. The country has been divided into sections by certain political parties who are out for their own benefit and who work under the cloak of acting in accordance with the law. Militarists treat the places which they govern as their own personal property."  
"China was the centre of interest during and immediately following the Washington Conference. Should we continue to fight among ourselves, foreigners will treat us as a laughing-stock. I, therefore, am extremely sad on this account. I, who have been a militarist for more than half of my whole lifetime, have suffered much and have undergone many troubles, but when I look at China to-day my agony is by far bitterer than ever before."

"Being afraid that China, like an aged house, will tumble to pieces if no renovation is made, and realizing how unhappy the people are, I have resolved to clear away all obstacles to re-unification of the country by leading my troops into Peking as the first step towards setting our house in order. I hope thus to use military force to bring about national unity."  
"If there are any persons who unite to injure the country and harm the people, if there are any who break the laws of our country and who rob the people, by commandeering their money and property, we shall treat such as obstacles in the way to national

unity for not only I, but the citizens of China will rise and drive them away. Most people, I am sure, will agree with me."

GOD KNOWS MY HEART.

"Apropos of national unification: I have no plans to make. I have nothing to say in this regard; for I leave it to the elders, the upright and the patriotic citizens of the country to decide how and when the conference shall be called and how the laws shall be fixed."  
"I am not supporting any single person, nor am I supporting any political party, neither am I a member of any political party or an enemy to any individual, for God knows what is in my heart, but I am an enemy to the enemies of my country."

WU PEI-FU'S REPLY.

General Wu Pei-fu, in an open telegram received in Shanghai, states: "Ever since the days of old, there has been a saying in China that if there is warfare, it is very dangerous. Now many will ask why I do not act in accordance with this teaching."  
"I have attacked Liang Shih-yi (the Peking Premier) because he is a danger to the republic and because he is a traitor, selling our national rights to foreigners."

"Apropos of the Fengtien army, I have already made a statement. Everybody knows that I have given my much to General Chang Tso-lin. Our Chihli troops have up to the present not been moved a single foot, but the Fengtien armies have been continuously passing south of Shanhaikuan and are becoming a menace to us. Who is in the right and who is for peace, the people themselves can see."

CHIHLI SEEKS NO WAR.

"Many telegrams have been received during the past few days urging us not to resort to arms

but to maintain peace. But if the Fengtien troops refrain from coming south, how can there be war? The Fengtien headquarters in Peking should be abolished, and the people should demand this."

"In connection with the peace and safety of the Capital, (which excuse the Fengtien army gives for its presence there) the police and the public organizations can maintain such without the interference or the assistance of Fengtien. Therefore, if each military commander will hereafter control and guard his own jurisdiction, act in accordance with the orders of the Central Government and maintain a peaceful attitude, it is unlikely that our Chihli troops will travel to the north of Shanhaikuan and fight."

"If we can no longer maintain patience and if there is nothing else for us to do, then of course it will be necessary for us to protect ourselves. And then who will be responsible for warfare if it breaks out? You will all know and you can answer yourselves."

MILLIONS OF DEBTS AND  
YET MORE.

"China's troubles of to-day date back to the time when Yuan Shih-kai attempted to make himself monarch. And who was his chief supporter? Liang Shih-yi. Loans have constantly been contracted and to-day they amount to thousands of millions of dollars. The people of the country cannot pay back these debts, and their sons and grandsons will have to be responsible for their repayment. But Liang still thinks there is not enough debt, and Chang Tso-lin is still supporting this robber (traitor) who is injuring the country and the people and selling by auction the last rights of the Chinese people."

"These two now are trying to use military force to make the people bend their knees to them. When we look into their actions, we shall find at the bottom of their hearts, they are only working for their own selfish interests."

### PRINCE AND THE JAPANESE PRESS.

Address to Newspapermen.

At Tokyo on the 17th inst. the Prince of Wales received representative correspondents of various news agencies and newspapers.

The following is the address delivered by the Prince:—  
"I am very glad to have had the opportunity of meeting this morning such a representative gathering of the newspaper proprietors and journalists because it enables me to thank the Japanese Press in general for the cordial welcome extended to me on my arrival here."

"I need not say how much I have been looking forward to my visit to this beautiful country or how delighted I am to find myself at last on Japanese soil as the guest of His Imperial Majesty the Emperor; and the fact that I am able to renew my friendship with the Prince Regent, and see this country as he has seen mine, is an additional source of gratification to me."

"The reception that the citizens of Tokyo have given me not only on the day of my arrival but on every occasion on which I have driven through the streets of your great capital, has touched me more than I can say, and I would like specially to mention the wonderful welcomes I have been receiving during the last few days from the children of Tokyo, which will be one of the most lasting and happiest recollections that I shall carry away with me from Japan."  
"You, Gentlemen, can convey my appreciation to a far wider audience than my own voice could reach. I thank you once again for the manner in which you have referred to my visit and I am glad to have been able to receive you here to-day."

Mr. Shiba, of the Yotoku, replying on behalf of the Press, said: "We, the representatives of Tokyo newspapers and news agencies, desire to express grateful thanks for the honours which your Royal Highness has been graciously pleased to confer upon us to-day. Permit me to assure your Royal Highness that we will do our utmost to make your sojourn as agreeable as possible."

### PICTURES FOR IRISH NATIONAL GALLERY.

Two pictures by Palma Giovani and Coreggio have been bequeathed to the National Gallery, Ireland, by Mrs. Mary J. Martin, Dublin.

### HOTELS.

**HONGKONG HOTEL**

**PEAK HOTEL**

**REPULSE BAY HOTEL**

**Hongkong Hotel Co., Ltd.**

**KING EDWARD HOTEL.**

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA"  
J. WINGHELL, Manager.

**EUROPE HOTEL, SINGAPORE.**

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION  
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

**KINGSLERE HOTEL MID-LEVEL**

**KNUTSFORD HOTEL KOWLOON**

**SACHSE, LENNOX & Co., General Agents**  
Are resident Managers.

**PALACE HOTEL, KOWLOON.**

Tel. No. 83. Tel. Add. "Palace."  
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong  
A first class Hotel in every respect and under English management.  
Cuisine under personal supervision of the Proprietor.  
Lounge, Bar and Billiard Room.  
Terms Moderate.  
Special arrangements for families on application to  
J. H. OXBERRY, Proprietor.



SOLE AGENT,  
**MITSUI BUSSAN KAISHA, LTD.,**  
HONGKONG.

### UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Mills Swire, from Shanghai.  
Grabamite, from Amoy.  
Tooyoko, from Osaka.  
Ishikura c/o Rich 42 Wellington Street Central, (Two Telegrams), from Kobe.  
Yingfat c/o Kungping Des Voeux Road, from Shanghai.  
Yuwochong, from Shanghai.  
Chunsiungai No. 1 3rd floor Queen's Road West, from Shanghai.  
Kiankee, from Amoy.  
Howcheung, from Amoy.  
Hipkee 210 Rice Street (2), from Amoy.  
Yipahkon Motorcar Club Central, from Shanghai.  
2684, from Hankow.  
Hiptaisou, from Shanghai.  
5656, from Shanghai.  
Manshingling, from Shanghai.  
Chunfat, from Amoy.  
6261, from Chefoo.

TH. KRING.

Superintendent.  
Hongkong, April 27, 1922.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

2232/4th, Adolph Schoffer Chez Asia Bank, from Northampton.  
17163/26th, Benstern, from San Francisco  
10409/15th, Creighton, F. Thompson Indancar, from Fremont, Ohio.

### PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.		
7.00 a.m. to 8.00 a.m.	Every 15 min.	10 min.
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